

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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—On page 210 will be found the detailed returns, by States, of the national banks, under the Comptroller's call of July 1, kindly furnished us by Mr. Knox. The previous returns were published, those for May 19 in the CHRONICLE of July 1, page 12, those for March 11 in the issue of April 29, page 485, and those for December 31 in the CHRONICLE of February 25, page 219.

THE FINANCIAL SITUATION.

Again the bankers have met in convention, and again their deliberations have commanded a share of public attention. Notwithstanding the fulminations of political demagogues, the utility of banks is a patent fact, and their influence as a factor in the country's growth and its business development is recognized and appreciated by every merchant and business man. That the discussions of the bankers should therefore attract wide notice is not wonderful, for we all feel that we have a personal interest in their welfare, and it is to further this welfare and promote their usefulness to the community, by an interchange of experience, that the yearly meetings are held.

The usual variety of papers bearing upon banking and finance, was presented, and useful suggestions made as to effecting a solution of some of the vexed problems that agitate the community as respects currency, taxation, and kindred subjects. Valuable data in the way of statistical information were also furnished, though in this connection we miss the elaborate and extremely interesting reports

that Comptroller Knox is wont to supply. A feature of the session this year was the appearance of several Southern gentlemen to speak on behalf of their section of the country. They report excellent crops of cereals, good prospects for cotton, and a large investment during recent years of Northern capital in Southern enterprises, with a pressing need for more aid of the same kind, and an assurance that life and property in the South are secure and well protected. The session lasted two days, and, though the heat was intense at the place of assemblage, was attended by success. The convention exhibited its good sense and at the same time paid a tribute to the ability and character of Mr. Geo. S. Coe by re-electing that gentleman president of the Association.

Mr. John Thompson, whose paper last year predicting a financial revulsion, created quite a sensation, this year sniffs danger in the political atmosphere. He says that the political elements of the country are composed of inflammable material; that monopoly on the one side is arrayed against strikes on the other, and much more of the same tenor. But, while admitting that the political atmosphere is not altogether clear, the average American has great faith in the political institutions of his country and their power to ward off all ills, so that Mr. Thompson's paper has not tended to create any alarm in the public mind. What is significant, however, is that Mr. Thompson does not reiterate his statement of a financial panic in the immediate future. The truth is, that at the present time no one can be found who believes in a panic. Notwithstanding the great expansion in all industries, it is recognized that the past offers no points of comparison with the present. By immigration alone two millions have been added to our population during the last three years. This means growth, continuous growth for some time to come. Railroads reflect it in their earnings, which in a great many cases have increased greatly, even in the face of the extraordinary crop deficiency. Thus our enlarged business is the result not of speculative expansion, but of natural conditions which have been and still are in operation. The deficient crops of last year produced some uneasiness, but had there been any such inflation in business affairs as existed in 1873, a crisis would have been inevitable. That there was no crisis has reassured many as to the sound condition of trade affairs generally, and now confidence, further inspired by the certainty of large crops this year, is almost universal.

There has been no important change in the situation during the week. The crop prospects continue favorable, with the harvest of spring wheat at the North and that of corn in the extreme South progressing under such conditions as to make it reasonably certain that early esti-

mates of yield of both cereals will be not far out of the way. Business is improving, and railroad earnings continue good. The very meagre reports which reach us regarding the condition of the European crops go to show that while there may be an average yield on the Continent, Europe will be likely to take liberally of our surplus, provided speculative manipulation here does not unreasonably advance prices.

The most important event of the week was the advance on Thursday by the Bank of England of the minimum rate of discount to 4 per cent from 3, at which it has stood since March 23. The movement was caused by the heavy drain of bullion from the Bank, this amounting since June 28 to about £2,600,000, the greater part of which has gone to France, some to Italy, and a portion to the interior of Great Britain. The directors were probably influenced by the fact that the Bank of Belgium advanced its rate early in the month from $3\frac{1}{2}$ to 4 per cent, that the drain from London to the Continent, and especially to France, continued heavy, and that there was a fair prospect that large importations of grain from the United States into Great Britain would soon turn the exchanges more decidedly against England. Assuming that the rate has been raised mainly for the purpose of making it more difficult for foreign countries to draw gold from the Bank of England, and not with the expectation of immediately changing the current, the rise may possibly have nothing more than a temporary effect upon our exchange market. The Bank of France is now well supplied with gold, Germany has a fair stock on hand, and other Continental countries have a reasonable amount. The requirements of Italy for the purpose of specie resumption have probably by this time been fully met, as the latest mail advices report that then, August 5th, but £500,000 more were demanded, and half of this amount was at that date on its way from America, while this week we ship \$300,000 more.

The condition of the European crops is such that large food supplies must be obtained from abroad; and as we are likely to have an abundance it is natural to expect that this country will be first called upon. The actual trade balance owing by us to Europe is still presumed to be comparatively large, and it would require a heavy movement of produce thither to liquidate this balance and compel Europe to send us gold in payment for breadstuffs. Thus far the largest purchases of grain have been made by French and German merchants, and it is probable that liberal supplies will be sent to the Continent during the season, so that we may soon have balances due us there, which would be available in payment of our indebtedness to Great Britain. In that event gold, if required, would leave those countries, instead of the United States, for England. This theory receives support from the fact that last year our imports of gold came first from France and Germany before withdrawals were made from the Bank of England for shipment hither. Meantime, the comparatively high rate of discount ruling at the Bank of England will at least tend to check further withdrawals, the gold sent to Scotland and other interior points may soon return, and the supply of bullion in the Bank will in all probability be gradually augmented.

The announcement of an advance in the Bank rate induced some of the drawers of sterling to put up the rate for sight bills, but for the present there appears to be a supply sufficient to prevent further exports of gold beyond \$300,000 to be shipped on account of the Italian loan. There is a fair supply of commercial bills drawn against exports of wheat, but these are quickly absorbed, and the out-

ward movement has been checked to some extent by the high freights now ruling, and by speculative manipulation of the grain market, the latter for the moment causing prices to rule relatively higher here than in Liverpool. Then, again, the farmers are apparently holding back their grain for higher prices, thus aiding the speculators in their schemes. The demand for sterling comes from remittances to settle mercantile and other credits, and from the sale here of securities on European account. The following shows relative prices of leading securities in London and New York at the opening each day.

	August 14.		August 15.		August 16.		August 17.		August 18.	
	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.
U.S. 4s. 4c.	110.36	110.95	110.31	110.95	110.56	110.95	110.80	110.95	110.80	110.95
U.S. 3s. 4c.	100.81	101.15	100.45	101.15	100.57	101.15	100.79	101.15	100.79	101.15
Erie.....	40.42	40	40.42	40.4	40.18	39.7	40.12	39.7	39.38	39.4
2d con.	97.75	98	98.00	98	98.00	98	98.10	97.7	97.60	97.7
Ill. Cent.	141.36	138.1	141.61	138.9	137.93	137.4	138.07	137.4	137.56	138.4
N. Y. C.	136.46	136.9	136.63	136.4	136.83	136.9	137.58	137.4	137.09	138.4
Reading	29.52	60	30.13	60.4	30.62	61.4	31.39	63	30.53	61.4
Exch'ge, cables.	4.90		4.90		4.90		4.90		4.90	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex interest.

The Bank of England's loss in bullion for the week amounts to £288,000. The proportion of reserve to liabilities was increased 1 9-16 per cent. The Bank of France gained 3,075,000 francs gold and lost 3,400,000 francs silver. The Bank of Germany since last report shows a decrease of 710,000 marks. The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Aug. 17, 1882.		Aug. 18, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	21,779,892	24,551,973	21,779,892	24,551,973
Bank of France.....	39,953,763	46,157,372	25,064,351	49,833,997
Bank of Germany.....	6,937,375	20,812,125	7,048,230	21,144,750
Total this week.....	68,671,030	66,969,497	56,861,574	70,978,747
Total previous week.....	68,844,235	67,171,943	56,843,243	71,005,716

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

Money on call has been active this week, but this activity has in great part been caused by manipulation for the purpose of unfavorably influencing the stock speculation. This is evident from the fact that while the rate was being bid upward at the Stock Exchange good borrowers had no difficulty in obtaining accommodation from their banks at comparatively low figures, and the exceptional demand at the Board brought in a supply which caused a decline to the normal rate before the close of the market. The rates of exchange on New York have risen this week to par at St. Louis, and 25 cents per \$1,000 discount to par at Chicago, but this may be caused by the supply obtained by transfers through the Treasury, which reduce the cost of transmitting funds to a minimum. The Treasury operations for the week have resulted in a gain, which is a loss to the banks, of \$2,042,747 44. The interior movement was as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency.....	\$782,000	\$1,021,000
Gold.....	11,000	300,000
Total.....	\$793,000	\$1,321,000

The Bank of America paid out \$1,450,000 gold on account of the associated banks during the week, of which \$300,000 was for shipment to Europe, and received nothing in return.

Last week's bank return doubtless very nearly reflected the actual condition of the banks, and the following will indicate the character of this week's statement.

	<i>Into Banks.</i>	<i>Out of Banks</i>	<i>Net Loss.</i>
Sub-Treasury operations, net....	\$.....	\$2,042,747	\$2,042,747
Interior movement.....	793,000	1,321,000	528,000
Transfers through Treasury.....		2,245,000	2,245,000
Gold exported.....		300,000	300,000
Total.....	\$793,000	\$5,908,747	\$5,115,747

The leading feature of the week in the stock market has been the movement in the high-priced stocks, some of which have been carried to the best figures ever recorded. The rise in the Northwesterns was accompanied by a revival of the report that preparations were complete for the declaration of a scrip dividend. From the fact that the executive officers of the company paid a visit to Saratoga, presumably to consult with Mr. Vanderbilt, who is said to be the principal stockholder, the report was generally believed. The St. Pauls sympathized somewhat with the movement in the Northwesterns. Very favorable rumors regarding Delaware Lackawanna & Western, and the announcement that the Buffalo extension would soon be opened for traffic all the way, started a covering of short contracts in that stock, which carried the price up, and the movement favorably influenced Delaware & Hudson. The Omahas were influenced by a story that the line would be leased by the Chicago & Northwestern, and dividends guaranteed. The other properties on the list were strong until Wednesday, when they were temporarily depressed by activity in money; and the whole market was unfavorably affected on Thursday and Friday by the advance in sterling, and by reports that gold would be shipped to Europe, though at the time of this writing only \$300,000 appear likely to go out this week,—this being supposed to be the last shipment on account of the Italian loan.

The position of the leaders in the market is very carefully concealed and it is represented that they are seeking to depress prices in order to secure a larger line of stocks but this report may be for the purpose of inducing purchases by outside speculators. The operators for a decline have not been very successful in their movements, and the short interest in stocks has, it is believed, been largely increased during the week. The future of the market greatly depends upon the course of money and this fact is recognized by speculators. But it should be said that the opinion is quite generally entertained that the abolition of the usury law as respects call loans will so far modify the effects of stringency, should it occur, that a rise to above 10 per cent is unlikely. Should this prove to be the case, there would probably be no check to an active speculation in stocks and possibly higher prices.

The Assay Office paid \$211,806 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

<i>Date.</i>	<i>Duties.</i>	<i>Consisting of—</i>			
		<i>Gold.</i>	<i>U. S. Notes.</i>	<i>Silver Dollars.</i>	<i>Silver Certificates.</i>
Aug. 11....	\$682,936 21	\$280,000	\$21,000	\$1,000	\$382,000
" 12....	299,687 94	124,000	9,000	.....	166,000
" 14....	561,412 96	228,000	44,000	.....	289,000
" 15....	1,061,613 44	509,000	65,000	1,000	488,000
" 16....	689,150 87	370,000	29,000	.....	270,000
" 17....	696,722 68	336,000	32,000	1,000	327,000
Total....	\$3,971,524 10	\$1,847,000	\$200,000	\$3,000	\$1,922,000

OUR INCREASED IMMIGRATION.

An important factor in the present and prospective development of the United States is the immigration movement. Every immigrant that lands on our shores adds to the wealth-producing capacity of the nation. More than that, he infuses new life and energy into every branch of business, trade, and industry. Both consumption and production are increased by his presence. In the very act

of coming and traveling to reach his destination, he adds not immaterially to the immediate prosperity and success of certain lines of business. Not only do the ocean steamers engaged in the work get very large returns in carrying passengers of this description, but in forwarding them to the places chosen by the immigrants as their future homes the railroad companies also derive great benefit and their passenger traffic is greatly swelled.

All the trunk lines from New York (where the bulk of the movement enters,) find this immigrant traffic of growing importance, and actively compete for it. The Central, the Erie, and the Pennsylvania, all share in it, though not in equal degree; and in the case of the Grand Trunk of Canada the increase in passenger business, (to be attributed in part, no doubt, to immigrant traffic,) has for some months been sufficient to offset the loss on freight. Western and Northwestern lines, however, appear to be especially favored in this particular, as is natural considering that so many of the immigrants arriving here wend their way to the great Northwest, the South and Southwest being still comparatively neglected. The Northern Pacific, the Chicago & Northwestern, the Milwaukee & St. Paul, the Minneapolis & Manitoba, and other roads in the same section, do a very large and lucrative traffic in this class of passenger business. Thus even as a factor in increasing the business of public carriers this immigration movement assumes great importance, and cannot be overlooked.

But it is in its bearing upon the future that the movement derives its chief and greatest significance. The class of immigrants now reaching our shores is composed largely of thrifty, industrious and able-bodied persons. There are some indigent, lazy and worthless characters, like the Russian refugees, but in the main the immigrants form a very desirable addition to our population. Now, with such an inpouring of labor as the last two years have witnessed, it cannot but be that we are greatly enlarging the basis of our industrial fabric and widening and extending very materially the limits of all departments of business. Yet the full effects of this beneficent stream of immigrants upon our internal commerce, are not felt or seen at once. It takes time. The immigrant, for instance, who takes to farming, probably does not make any very great progress on his farm during the first year of his arrival. He is a stranger to the land, the mode of conducting agriculture is in many respects different from that in vogue in his own country, and the capabilities of the soil, together with its adaptation for special crops, are unknown to him. In the second year he will do better than in the first, but it is not until the third or fourth year, doubtless, that he attains full results. It follows, therefore, that in the present immigration movement we are laying the foundations for great activity in the immediate future, and probably paving the way for business expansion on a greater scale than ever before.

These immigrants not only produce largely, and thus add to our exportable surplus, but, having wants which they cannot supply themselves, create a demand for outside supplies, which acts and reacts upon all industries, and is felt in every department of business. Thus it is that the Eastern manufacturer finds the call upon him for his wares and goods growing more urgent all the time, thus the consumption of coal keeps on expanding notwithstanding the check to new railroad enterprises, and thus there is a more active and larger interchange of all commodities. And it is in this connection that the figures of immigration for the late fiscal year, issued by the Bureau of Statistics, impress one as being of more than ordinary significance. From these it appears that during the 24

months ended July 1, 1882, no less than 1,458,434 immigrants came to this country. In view of what has been said above, it will not be difficult to appreciate the importance of this infusion of new life into our industrial system; but it should be borne in mind that this vast body of immigrants has scarcely as yet had time to get fairly started at work. The full measure of their power and influence upon our industries still remains to be revealed. There is no previous movement of similar size with which to compare it. The total for the last two years is greater than the aggregate for the six years ended with July 1, 1880, and the total for the last three years (1,915,691) is but slightly below the aggregate (2,033,584) for the full eight years immediately preceding. This makes it evident that in any estimate as to our industrial development in the near future this influx of labor, with its attendant bearings upon trade, must receive a prominent place. The following table shows the arrivals in this country during the last thirty-two years, since 1850. Prior to 1856 it appears no separate account was kept as between immigrants and other passengers.

IMMIGRATION MOVEMENT.

Yr ended Dec. 31—	Total Alien Passengers Arrived.	Of which Immigrants	Yr ended June 30—	Total Alien Passengers Arrived.	Of which Immigrants
1851.....	379,466	.....	1867.....	303,014	298,967
1852.....	371,603	.....	1868.....	288,088	282,189
1853.....	368,645	.....	1869.....	363,074	352,768
1854.....	427,833	.....	1870.....	402,920	387,203
1855.....	200,877	.....	1871.....	342,609	321,350
1856.....	200,036	195,877	1872.....	422,978	404,808
1857.....	250,882	246,945	1873.....	473,141	459,803
1858.....	122,872	119,501	1874.....	327,949	313,339
1859.....	121,075	118,616	1875.....	244,632	227,498
1860.....	153,418	150,237	1876.....	189,991	169,986
1861.....	91,822	89,724	1877.....	165,019	141,857
1862.....	91,826	89,007	1878.....	157,776	138,469
1863.....	176,214	174,524	1879.....	197,954	177,826
1864.....	192,416	193,195	1880.....	484,196	457,257
1865.....	248,111	247,453	1881.....	695,163	669,431
1866.....	167,757	166,112	1882.....	816,027	789,003

* Jan. 1 to June 30.

These immigration statistics have some interest apart from their bearing upon trade and business, so we will introduce here a table indicating where our immigrants have come from during the last two years of great immigration.

COUNTRIES FROM WHICH IMMIGRANTS ARRIVED.

	1882.	1881.	Increase.
England and Wales.....	85,175	66,204	18,971
Ireland.....	76,432	72,342	4,090
Scotland.....	18,937	15,168	3,769
Austria.....	16,770	21,109	-4,339
Germany.....	249,505	210,485	39,020
Norway.....	29,100	22,705	6,395
Sweden.....	64,607	49,760	14,847
Dominion of Canada.....	98,308	125,391	-27,083
China.....	39,579	11,890	27,689
All other countries.....	110,590	74,377	36,213
Total.....	789,003	669,431	119,572

* Decrease.

A part of the immigration into the United States from the Dominion of Canada consisted of immigrants from Europe, who came by steamer to Montreal, and thence reached the lake ports of the United States by railroad.

It will be seen that, as in the previous year, Germany contributes a good part of the total. She has almost one-third of the aggregate. More immigrants came from that country than from England and Wales, Ireland, Scotland and Sweden combined. England and Wales supplied 85,175 this year (against 66,204 last), or more than Ireland, which sent 76,432, or but little above the number in the previous year, notwithstanding the disturbed condition of that unhappy country. Scotland shows a fair increase over the previous year, while Norway and Sweden are way above 1880-1. The most noteworthy increase, however, is in the movement from China, which was no doubt accelerated by the passage of the Chinese Bill. Thus 39,579 Chinamen came here in 1881-2, against only 11,890 in 1880-1 and only 5,802 in 1879-80. "All other countries" exhibits a heavy gain, but the full returns giving particulars as to these are not yet published.

As to the ports where the immigrants disembark, New York of course is the most prominent point. Of the 789,003 immigrants that came here in 1881-2, over half a million made New York their landing-place. In the previous year the ratio was about the same. After New York comes Huron, but at this port there was a very considerable decrease as compared with 1880-81. Following Huron, we have Boston, which exhibits a heavy increase; then we have Baltimore, which varies little from 1880-1, and Philadelphia, which also shows but a slight change. After this we get San Francisco, which has more than doubled its movement—probably on account of the comparatively large Chinese immigration. Detroit also gains largely. That the reader may have the exact figures, we give the following table, showing the movement at each port.

CUSTOMS DISTRICTS WHERE IMMIGRANTS LANDED.

	Year Ended June 30, 1882.	Year Ended June 30, 1881.	Increase.
Baltimore.....	41,739	40,017	1,722
Boston.....	58,188	41,022	17,166
Detroit.....	20,494	10,117	10,377
Huron.....	71,424	111,170	-39,746
Minnesota.....	1,164	1,829	-665
New Orleans.....	3,142	3,284	-142
New York.....	502,171	400,871	101,300
Oregon.....	7,368	1,427	5,941
Passamaquoddy.....	3,148	2,724	424
Philadelphia.....	36,284	34,865	1,419
Puget Sound.....	1,174	.....	1,174
San Francisco.....	32,668	12,432	20,236
All other districts.....	10,039	9,673	366
Total.....	789,003	669,431	119,572

* Decrease.

THE PROGRESS OF JAPAN.

Within a recent period some valuable additions have been made to our literature bearing upon Japan. Much new light has been thrown upon the condition of the nation; and, as a consequence, we are enabled to look to the future of that country with increased confidence. In the current number of the *British Quarterly Review* there is a remarkably well-informed article on Japan—an article which has special reference to the country's progress in recent years. Some of the points made by the writer, as well as the facts on which they are based, are, it seems to us, well worthy of reproduction. We have not the space to dwell at any great length upon the matter, but at least we can mention in brief detail some of the more important of the changes which have been accomplished during the last decade.

During these ten years Japan has in many respects undergone marvellous transformation. If we step back over that interval of time, we find the nation just emerging from an era of seven centuries of feudalism, when might was right and the sword was the law. The previous decade had been marked by serious political dissensions and difficulties, by powerful rivalries and civil war, and by tragic events in connection with foreign relations. The two-sworded retainers of the old feudal lords still abounded in the towns and cities; and the clan and military spirit flourished and revealed much of its original vigor. How great the change which has since swept over the country! Feudalism has been completely wiped out; the government has been centralized and built upon solid foundations; the *samurai*, or two-sworded men, are no longer to be seen; treaties of friendship and of commerce have brought the country within the community of civilized nations; the arts of peace are being cultivated; and a system of education has been established on a broad, liberal, and truly national basis.

From the beginning of the great work of regeneration Japan has had intimate relations with the United States. Our people have found it impossible not to be interested in the country. We have seen it emerge from centuries of darkness; we have seen the new spirit struggling with

the old, and trembled sometimes for the future; we have seen the new forces gradually gaining the mastery, and finally becoming triumphant; and we have rejoiced to see not only a nation saved but a nation added to the growing empire of civilization. In the future of Japan we are deeply interested, even from a utilitarian standpoint, because she is one of our near neighbors, and because in her prosperity we are destined to participate.

As to the changes in the form of government, it was in 1871 that an attempt was made to bring it into something like conformity with the modern type. There was a Council of State, consisting of ten members presided over by the Mikado, or Supreme Lord. The Executive was composed of the Ministers of Departments. There was a Consultative Board, called *Benkuwan*. There was also a kind of Parliament. The new arrangement was different, however. Change followed change, experiment followed experiment, until the form of government now existing took shape. It may be described as an oligarchy, tempered by public opinion as declared in petitions and through the press by men of mark unconnected with the government. The Mikado is assisted by the Supreme Council, or *Dai Jo Kuwan*, which possesses functions not dissimilar to those exercised by the Cabinet in Great Britain. There is a sort of consultative body, consisting of about forty members, nominated by the Crown. This stands in the place of a Parliament; but it can originate no measures. A recent imperial decree provides for the foundation of a national representative assembly in 1890. The departments of State, ten in number, are under so many heads, who are subject to the decrees and instructions of the Supreme Council. The old *kan* or clan arrangement has been supplanted by the *ken*, or department system. The country is divided into thirty-six of these *ken*, presided over by governors or prefects. The civil and criminal code, modeled after the Code Napoleon, is under the special care of the Chamber of Forty above referred to.

No people have ever shown themselves to be so adaptable as the Japanese. Their reforms are not original. In devising and founding the new national institutions, they have had numerous models. The army is conformed to that of France, the navy to that of England. The United States has furnished the models for the postal service and for agriculture. The railroads, telegraphs, light-houses, mint, prisons, etc., are British. The educational system of Japan has borrowed from both England and the United States. The imperial army dates from 1871, and its present strength, including the reserves, is about 120,000 men. They are well armed with the most approved weapons of modern warfare. At Toyama, near Tokio, there is an excellent military school, after the model of West Point. At Tokio, Osaka and Yokosuka there are large arsenals and foundries. Japan has, besides, twenty fighting vessels, nineteen of which are steamers, carrying 156 guns and manned by some 5,900 sailors and artillerymen. Great attention has been paid to education; and it is precisely here where progress has made itself most visible. In 1872 a law was passed providing for the gradual establishment of 53,000 Government schools throughout the empire. Such was the success of the new scheme that by the end of 1873 the number of pupils in the Government schools was 400,000. Later statistics show marvellous progress. The 400,000 have swelled to more than five times that number. The number of children of school age is said to be 5,251,807; and of these about 40 per cent are receiving instruction. Of what are called middle schools there are 31 public and 358 private, instructing over 20,000 pupils; and there is at Tokio a

University in which the higher departments are taught by competent professors.

It would be strange if amid such a state of things there were not other signs of intelligence. The first daily paper in Japan was established in 1871 at Yokohama. There are now 112 dailies and 130 periodicals, with an annual circulation of 33½ millions of copies. The post-office, with its 7,500 employees, does excellent work; and the Post-office Savings Bank can boast of a success scarcely surpassed in any of the European countries. The first railway was opened in 1872. Railroads since have gradually been extending over the country. The telegraph has had most marked success. The first line was constructed in 1869 between the public offices in Yokohama. Now there are over 3,930 miles of lines, carrying 9,345 miles of wires, with 182 Government and public offices. There are 1,800 employees, of whom ten only are Europeans. In the matter of prison reform Japan has adopted all the latest methods of the West. Her industries are making satisfactory progress, and her revenue is prosperous. According to the Finance Minister's statement for the current fiscal year ending 30th June next, the estimated revenue is equal to £11,986,701, being £856,426 in excess of that for the previous year. The unredeemed debt at the end of last June was £71,609,458, of which £69,406,918 was domestic and £2,202,540 foreign. From this hasty sketch it will be seen that Japan has made most gratifying progress during the last ten years, and that there is every prospect that the next ten years will be marked by similar successes.

EXPORTS FROM NORFOLK.—We have received the following communication from Mr. Norman Bell, the Superintendent of the Norfolk Cotton Exchange, criticising certain statements in our article of last week on the foreign commerce of the country for the late fiscal year.

NORFOLK AND PORTSMOUTH COTTON EXCHANGE, }
NORFOLK, VA., AUG. 14, 1882. }

Messrs. Wm. B. Dana & Co., P. O. Box 958, New York:

DEAR SIRS—In CHRONICLE Aug. 12, Vol. XXXV., page 175, you say: "But some of the more southerly ports lose heavily in exports." "This applies especially to Baltimore," etc.; "New Orleans loses 2 per cent," etc.; "Philadelphia more than holds its own," etc.

You make no mention of Galveston, Mobile, Savannah, Charleston or Norfolk.

I have aggregated exports of Norfolk for 12 months ending 30th June 1881 and 1882 respectively: Exports (total) 12 months ending 30th June, 1881, \$18,266,852; exports (total) 12 months ending 30th June, 1882, \$18,192,923, which figures show that this port has maintained its export volume and that, too, in the face of 100,000 bales cotton diminution in receipts as compared with previous year. Then, again, when you take into consideration the business developing daily at Newport News, the Chesapeake & Ohio terminus, our section of the country has more than maintained its previous record.

Your journal, it seems to me, would greatly enhance its usefulness if you would give each Atlantic and Gulf port its proper credit, which could be done at very little outlay in effort.

Trusting you will appreciate this communication in the kindly spirit in which it is tendered,

I remain, dear sirs, yours very truly,

NORMAN BELL.

Mr. Bell's vigilance in defense of Norfolk is praiseworthy, but he seems to us to give the remark quoted altogether too broad a signification. Even if it had been intended to embrace Norfolk among "the more southerly ports" alluded to, the fact that we said that "some" of these (not *all*, observe) lost heavily would be sufficient to cover exceptions like Norfolk. But in reality no reference to that port was intended, as the context of the paragraph from which the sentence quoted has been taken, will show. Our table merely gave the figures of the six prominent ports to which the most interest is supposed to attach—Baltimore, Philadelphia, New Orleans, Boston, New York and San Francisco—and it was to these, and to these alone, that allusion was had. After showing that the two Northern ports, New York and Boston, had maintained their percentages in the export trade, we went on to explain that the same was not true of most of the ports south of New York—having reference always to the ports given in our table—and cited Baltimore and New Orleans as cases where there was a heavy decrease. We are glad, however, to have Mr. Bell's letter, not only because it supplies us with figures not previously in our

possession, but also because it brings out the interesting fact that in a year of general crop deficiency Norfolk, notwithstanding the increasing pressure of neighboring competing ports, has sustained only a nominal loss in its export trade.

We agree with Mr. Bell that it would add to the usefulness of our statement if we could include in it all the Atlantic and Gulf ports. But at the moment this is not possible. In preparing our article we tried it, but were compelled to give up the idea. The figures available for this purpose are those given in the preliminary monthly returns issued by the Bureau of Statistics. By taking the aggregates of these we got the totals for the six principal ports as we gave them in our table. But these monthly returns of the Bureau's, unfortunately, are not uniform as to all the ports that they contain—that is, a particular port may be given one month and be omitted the next. This renders it impossible, with reference to that port, to make up the aggregate for the twelve months and to institute comparisons with previous years. Take Norfolk itself for illustration. Beginning the late fiscal year with July, 1881, we find the figures for that month without any difficulty; the very next month, however, we are stopped from going any further, for, though the Bureau's statement gives the particulars for no less than 40 different customs districts, Norfolk is not among them, the reason probably being that the figures of that port were so small in that month that it was deemed unnecessary to state them separately. But all the same it prevents us from getting at the year's totals for that port. The same is true of some other districts, and this constitutes the main reason for omitting to give all the Southern ports in detail. Another reason is, that as yet it is too early to get absolutely correct figures for each port, and the Bureau's detailed yearly statement will not be issued until full returns for the entire year have been received.

Monetary and Commercial English News

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Aug. 18:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. d.	517 ⁵ / ₈	511 ¹⁵ / ₁₆	511 ¹⁵ / ₁₆	511 ¹⁵ / ₁₆	511 ¹⁵ / ₁₆	511 ¹⁵ / ₁₆
Consols for money.	99 ¹¹ / ₁₆	99 ⁵ / ₈	99 ⁵ / ₈	99 ⁵ / ₈	99 ⁵ / ₈	99 ¹¹ / ₁₆
Consols for account.	99 ⁵ / ₈	99 ⁵ / ₈	99 ⁵ / ₈	99 ⁵ / ₈	99 ⁵ / ₈	99 ⁵ / ₈
Fr'ch rentes (in Paris) fr.	82 ³⁷ / ₆₄	82 ⁵⁷ / ₆₄	82 ⁵⁷ / ₆₄	82 ⁵⁷ / ₆₄	82 ⁵⁷ / ₆₄	82 ⁵⁷ / ₆₄
U. S. 5s ext'd into 3 ⁴ s	102 ³ / ₄	102 ³ / ₄	102 ³ / ₄	102 ³ / ₄	102 ³ / ₄	102 ³ / ₄
U. S. 4 ¹ / ₂ s of 1891.	116 ⁵ / ₈	116 ³ / ₄	116 ³ / ₄	116 ³ / ₄	117 ¹ / ₂	117 ¹ / ₂
U. S. 4s of 1907.	122	122	122	122	122	122
Erie, common stock.	41 ¹ / ₂	41	41 ¹ / ₂	41	40 ¹ / ₂	40 ¹ / ₂
Illinois Central.	143 ³ / ₄	144 ¹ / ₄	145	144 ¹ / ₄	140 ¹ / ₂	140 ¹ / ₂
Pennsylvania.	63 ³ / ₄	63 ³ / ₄	63 ³ / ₄	63 ³ / ₄	63 ³ / ₄	63 ³ / ₄
Philadelphia & Reading.	30 ³ / ₄	30 ³ / ₄	31	31 ¹ / ₄	31 ³ / ₄	31 ³ / ₄
New York Central.	139 ¹ / ₂	139 ¹ / ₂	139 ¹ / ₂	139 ¹ / ₂	140	139 ¹ / ₂
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat, No. 1, wh. "	13 0	13 0	13 0	13 0	13 0	13 0
Spring, No. 2. "	9 6	9 6	9 6	9 6	9 4	9 3
Winter, West., n "	9 5	9 3	9 2	9 1	9 0	8 9
Cal. white. "	9 8	9 8	9 8	9 8	9 7	9 7
Corn, mix., West.	7 5 ¹ / ₂	7 5 ¹ / ₂	7 5	7 4 ¹ / ₂	7 4 ¹ / ₂	7 4 ¹ / ₂
Pork, West. mess., 9 bbl.	94 0	95 0	95 0	95 0	97 0	97 0
Bacon, long clear, new.	64 6	65 0	65 0	65 6	63 0	66 0
Beef, pr. mess, new, 9 ¹ / ₂ c.	95 0	95 0	95 0	96 0	96 0	96 0
Lard, prime West., 9 cwt.	62 6	62 6	62 6	62 6	61 6	61 9
Cheese, Am. choice, new	57 0	57 6	58 0	58 0	58 0	58 0

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately been organized:

- 2,763—The Fort Dodge National Bank of Fort Dodge, Iowa. Authorized capital, \$50,000. J. C. Cheney, President; E. D. G. Morgan, Cashier.
- 2,764—The Chase County National Bank of Cottonwood Falls, Kansas. Authorized capital, \$50,000. A. S. Howard, President; W. H. Holsinger, Cashier.
- 2,765—The Ontario County National Bank of Canandaigua, N. Y. Authorized capital, \$50,000. Horatio W. Perkins, President; Frank W. Drury, Cashier.
- 2,766—The First National Bank of Villisca, Iowa. Authorized capital, \$50,000. W. S. Alger, President; H. H. McCartney, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$9,118,858, against \$9,498,712 the preceding week and \$10,738,478 two weeks previous. The exports for the week ended August 15 amounted to \$7,779,634, against \$8,472,071 last week and \$6,909,443 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 10, and for the week ending (for general merchandise) Aug. 11; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods	\$2,592,823	\$2,619,236	\$2,834,720	\$3,168,153
Gen'l mer'dise..	4,834,965	4,712,936	5,974,941	5,950,705
Total.....	\$7,427,788	\$7,332,222	\$8,859,661	\$9,118,858
Since Jan. 1.				
Dry goods	\$51,984,163	\$51,604,313	\$63,490,873	\$83,644,940
Gen'l mer'dise..	137,442,769	229,767,489	198,906,256	229,113,446
Total 32 weeks	\$192,426,931	\$311,371,802	\$267,397,134	\$312,758,386

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending August 15, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week...	\$7,082,345	\$9,369,772	\$6,606,939	\$7,779,934
Prev. reported..	193,355,843	211,918,973	229,374,009	196,316,349
Total 32 weeks	\$200,438,188	\$251,318,745	\$235,980,948	\$204,096,283

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 12, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$.....	\$29,310,499	\$.....	\$104,998
France.....		2,526,150		401
Germany.....		83,160		232
West Indies.....		6,088		7,698
Mexico.....				92,659
South America.....		130,000		233,001
All other countries.....		1,295,918		16,787
Total 1882.....	\$.....	\$33,351,815	\$10,698	\$663,847
Total 1881.....		310,800	441,230	29,240,156
Total 1880.....	24,261	2,124,502	1,658,716	4,511,591
Silver.				
Great Britain	\$290,000	\$6,433,481	\$.....	\$26,279
France.....		781,250		1,027
Germany.....		43,500		128,004
West Indies.....				844,669
Mexico.....				490,285
South America.....			2,434	82,205
All other countries.....		812,021		21,067
Total 1882.....	\$290,000	\$8,075,252	\$6,169	\$1,593,538
Total 1881.....	130,000	6,781,725	30,977	1,813,448
Total 1880.....	51,950	3,251,188	183,024	3,384,985

Of the above imports for the week in 1882, \$2,275 were American gold coin and \$4,853 American silver coin.

St. Paul & Duluth.—The Philadelphia Press says of this road: "The St. Paul & Duluth Railroad Company reports for June—Gross earnings of the road, \$89,605, an increase of \$15,445 over 1881, and receipts from sales of land and stumpage, \$436. For six months of 1882 to June 30 the gross earnings of the road were \$420,503, an increase of \$126,134 over 1881, or about 43 per cent, and the receipts from lands and stumpage and other sources were \$168,692. For improvements and additional equipment, \$224,436 was expended. For the six months the net income from all sources was \$166,972, which, added to the balance of \$175,634 income remaining at the close of 1881, made \$342,606, from which two dividends of 1¹/₂ per cent each on the preferred stock were paid in March and June, amounting to \$179,382, and leaving a balance of realized net income of \$163,224 on June 30, at which time the balance of deferred income from unrealized sales of lands and stumpage was \$433,374 additional. On the 1st instant the company entered into possession of the Minneapolis & Duluth Railroad, extending thirteen miles from Minneapolis to White Bear, on the St. Paul & Duluth Road, thus securing a long-desired entrance into Minneapolis. By means of its branch roads and main track, extending each about thirteen miles east, west and south from White Bear, the company now has termini at the three important cities of Stillwater, Minneapolis & St. Paul. From White Bear the main track extends north one hundred and forty-three miles to Duluth. The company has also secured exclusive control of the Taylor's Falls & Lake Superior Railroad, extending twenty-one miles from Wyoming, on the St. Paul & Duluth Road, to Taylor's Falls, on the St. Croix River. A branch of sixteen miles from Rush City, on the St. Paul & Duluth Road, to Grantsburg, in Wisconsin, has been graded, and is to be completed by the company early next year. The branch of seven miles from Thomson to the extensive lumber mills at Knife Falls, on the St. Louis River, has been in successful operation for over a year.

—Attention is called to the card of Messrs. Pearl & Co., bankers and brokers, of this city, in to-day's issue of the CHRONICLE. This house is of some years standing, and the firm is composed of active and energetic business men, who are favorably known in business circles. We understand the firm makes a specialty of Southern business.

—The July dividend of the Homestake Mining Company—\$50,000—is payable on the 25th inst. at the office of the transfer agents, Lounsbury & Haggin, 18 Wall Street.

Auction Sales.—The following were sold at auction by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
1 Home Insurance	\$2,000 State of Missouri (Uni-
17 N. Y. Fire Ins. Co. (ex-div.) 102	versity) 6s, due 1892.....116

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Delaware & Round Brook (quar.).	1½	Aug. 16	
Miscellaneous.			
Delaware Division Canal	\$1	On dem.	

NEW YORK, FRIDAY, AUG. 18, 1882—5 P. M.

The Money Market and Financial Situation.—As the season advances, the condition of the money market naturally attracts more attention in financial circles. With the large demand which ought to come from the West and South for the purpose of moving their crops, it is highly probable that money will rule at 5@7 per cent in this city during the autumn months, and sometimes higher; but experience has proved that a healthy 6@7 per cent market, arising from natural causes, does not usually interfere with legitimate stock transactions. It was the extreme rates of ½ of 1 per cent a day, or more, together with the known possibility of manipulating the market, and the consequent uncertainty from day to day what one might be obliged to pay for money on stocks, which demoralized the average operator and frightened him out of the market; and we shall be much disappointed if the future does not prove that the extreme rates for money, and tampering with the bank reserves for speculative purposes, are things which belong to the past. The advance in the Bank of England rate to 4 per cent was expected a week or two ago, and the effect of it had been practically discounted.

In the stock market the situation has been somewhat peculiar, and the attitude of expectancy in regard to dividends on several prominent stocks has kept the Street in suspense. At this time of year too much water-melon is usually the source of trouble, but in the present instance there has been too little, and neither in Omaha, Northwest or Northern Pacific has the long expected melon yet been distributed. The Northern Pacific directors adjourned a month without broaching the subject at all; and at Saratoga the chief executive officers of the Chicago & Northwestern were to meet Mr. Vanderbilt to-day (Friday) and discuss the subject of a stock dividend, and also, as reported, the question of a lease of the St. Paul & Omaha road. Up to the close of business nothing definite had been heard as to the result, although later dispatches may be received in the evening. We have pointed out very clearly that the Chicago & Northwestern road was earning more than double the amount paid as dividends on its present stock, and that the company has a nominal surplus of over \$31,000,000 on its books, so that, according to the usual methods of railroad financing, the period for a stock distribution seems to have arrived. As to the general policy of making these large stock distributions at all, the question is open, and many incline to the opinion that they are unfair as a matter of fact, and damaging in principle. The unfairness consists in paying to stockholders in 1882, for instance, the surplus which accumulated for a number of years and properly belonged to the stockholders of those years; while the injury in principle is in the tendency to promote kite-flying in corporate management, instead of conservatism, as shown by the payment of large dividends on stock in one year and a failure to earn regular obligations the next.

The call loan market has been irregular, and on Tuesday rates were bid up to 7 & 8 per cent for a short time, while the extreme rate on stock collaterals has been as low as 3 per cent. Money is worth more, no doubt, and 4@5 per cent is a fair quotation for loans to stock borrowers, while government bond dealers pay 2½ to 3 per cent. Prime commercial paper of two to four months sells at 5½ to 6 per cent.

The Bank of England statement on Thursday showed a decrease of £288,000 in specie for the week, and the percentage of reserve to liabilities was 37%, against 36 5-16 last week; the discount rate was advanced to 4 per cent from 3 per cent, at which it had stood since March 23. The Bank of France gained 3,075,000 francs gold and lost 3,400,000 francs silver.

The New York City Clearing-House banks in their statement of Aug. 12 showed an increase of \$1,147,875 in their surplus reserves, the total surplus being \$3,832,300, against \$2,684,425 on Aug. 5.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. Aug. 12.	Differences from previous week.	1881. Aug. 13.	1880. Aug. 14.
Loans and dis.	\$336,916,200	Inc. \$1,591,600	\$351,024,700	\$306,491,800
Specie	60,405,100	Inc. 1,744,600	71,811,100	63,330,900
Circulation	18,244,100	Dec. 55,800	19,186,000	19,381,600
Net deposits	322,141,600	Inc. 2,057,700	342,722,400	298,691,600
Legal tenders	23,962,600	Dec. 82,300	15,927,000	16,312,000
Legal reserve	\$80,535,400	Inc. \$514,425	\$83,680,600	\$71,672,900
Reserve held.	84,367,700	Inc. 1,632,300	87,768,100	84,612,900
Surplus	\$3,832,300	Inc. \$1,147,875	\$2,087,500	\$9,970,000

United States Bonds.—There has not been much activity in government bonds. No precise statement has yet been issued at Washington of the amount of 3½ per cents offered for exchange into new 3 per cents, but it is reported that of the \$417,000,000 3½ per cents outstanding on the 1st of August about \$150,000,000 have already been surrendered by the banks alone, and it is expected that about \$30,000,000 more will be put in by the banks before next week, when definite information is expected.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Aug. 12.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.
6s, continued at 3¼.	J. & J.	101¼	101¼	101¼	101¼	101¼	101¼
5s, continued at 3¼.	Q.-Feb.	101¼	101¼	101¼	101¼	101¼	101¼
4½s, 1891	reg. Q.-Mar.	113¾	113¾	113¾	113¾	113¾	113¾
4½s, 1891	comp. Q.-Mar.	114¾	114¾	114¾	114¾	114¾	114¾
4s, 1907	reg. Q.-Jan.	119¾	119¾	119¾	119¾	119¾	119¾
4s, 1907	comp. Q.-Jan.	119¾	119¾	119¾	119¾	119¾	119¾
6s, cur'ey, 1895	reg. J. & J.	130	130	130	130	130	130
6s, cur'ey, 1896	reg. J. & J.	130	130	130	130	130	130
6s, cur'ey, 1897	reg. J. & J.	130	130	130	130	130	130
6s, cur'ey, 1898	reg. J. & J.	130	130	130	130	130	130
6s, cur'ey, 1899	reg. J. & J.	130	130	130	130	130	130

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—The Tennessees have sold in moderate lots at the Board, and the new compromise bonds brought 68 yesterday, with the old bonds selling to-day at 55¼@55½.

Railroad bonds have not been active, with prices rather irregular, some of the speculative bonds having been higher and others lower than last week, while the tendency of all investment bonds is towards very firm prices.

Railroad and Miscellaneous Stocks.—In the absence of a great many brokers and operators from the city, and with a good deal of interest hanging on certain corporate transactions, we have had this week rather an odd market. It was difficult from day to day to say what course prices were likely to take next. The crop prospects, that are so much harped upon, are probably better as the season advances without disaster, for each week of first-rate weather now goes far in helping corn and cotton, and in securing the wheat crop, though some reports are made of damage to the harvest by rains. Upon the whole, taking all the country together, we should hardly expect to see as heavy a yield of corn, cotton and wheat as we had in the famous year 1880; but that year was exceptional.

As noted above, the chief interest of the market has centred in the movement of particular stocks, and these have more or less influenced the whole list. The Northern Pacific stocks have fallen off somewhat since the directors omitted to do anything about a dividend on the preferred; the claim for dividends on that stock may be better than on many others, as it stands in place of the original 7-30 mortgage bonds with nine years' unpaid interest; the common stock was a clear gift and cost the original takers next to nothing. Up to the hour of writing, no news has come from Saratoga as to the action, if any, taken by the Chicago & Northwestern officers regarding a scrip dividend, or a lease of the Chicago St. Paul Minneapolis & Omaha road, which has been so much talked about. The main facts known about these matters are, first, that the Chicago & Northwestern has a large surplus and earnings sufficient to pay dividends on twice the present amount of stock; and, secondly, that some of the directors of the Omaha road are interested in the Northwestern, and, according to reports, have offered to sell or to lease to the latter company. Delaware Lackawanna & Western was conspicuous in the advance early in the week, but closes back at 146¼. There is also the rumor of large earnings and a scrip dividend by this company, but no facts are given out. At the close to-day the tone was rather weak and most of the list was lower.

The following is a comparative statement of earnings and expenses of the Union Pacific Railway Company for the first six months of 1882, from Mr. Gould's organ, the New York World,—information is not given to other newspapers.

	Earnings.	Expenses.	Surplus.
1882	\$13,769,491	\$7,779,845	\$5,989,646
1881	12,867,636	7,606,781	5,260,855
Increase	\$901,855	\$173,064	\$728,790
Percentage of expenses six months, 1882, 56 50-100.			

Exchange.—The supply of commercial bills is not large enough to meet the demand for exchange, and rates are firmer. The advance in the Bank of England rate also stiffened the price of demand bills. To-day, on actual transactions, the rates for prime bankers' 60 days sterling were about 4 85¼ and for demand 4 89¼, with cable transfers 4 90¼. The actual rates for Continental bills are as follows: Francs 5 19¾@18¾ and 5 15; Marks 94¾ and 95¾; and Guilders 40 and 40¼.

For domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying, par, selling, ½@¼ premium; Charleston, buying, par, selling, ½@¼ premium; New Orleans commercial, 50@100 premium; bank, 250 premium; St. Louis, par; Chicago, 25 discount to par; Boston, 30@35 discount.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

	August 18.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 35 @ 4 86	4 85 @ 4 90	
Prime commercial	4 81 @ 4 84	4 77 @ 4 84	
Documentary commercial	4 83 @ 4 84	4 87 @ 4 88	
Paris (francs)	5 19 @ 5 16	5 15 @ 5 13	
Amsterdam (guilders)	39 16 @ 40 16	40 @ 40 8	
Frankfort or Bremen (reichmarks)	94 ¾ @ 95	95 ¾ @ 95 ¾	

Coins.—The following are quotations in gold for various coins

Sovereigns	\$4 84½ @ \$4 88½	Silver 1½ and 1s.	99¼ @ par
Napoleons	3 84½ @ 3 88½	Five francs	93 @ 95
X X Reichmarks	4 74 @ 4 78	Mexican dollars	88¾ @ 89½
X Guilders	3 96 @ 4 00	Do uncommere'l.	87 @ 88
Spanish Doubloons	15 53 @ 15 70	English silver	4 77 @ 4 85
Mex. Doubloons	15 45 @ 15 60	Pruss. silv. thalers	68 @ 70
Fine silver bars	1 13¾ @ 1 14¾	U. S. trade dollars	99¼ @ 99½
Fine gold bars	par @ 14 prem.	U. S. silver dollars	99¾ @ par
Half-crowns & ½ dimes	99¾ @ par		

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week, Shares.	Range Since Jan. 1, 1882.		For Full Year 1881.			
								Lowest.	Highest.	Low.	High.		
	Saturday, Aug. 12.	Monday, Aug. 14.	Tuesday, Aug. 15.	Wednesday, Aug. 16.	Thursday, Aug. 17.	Friday, Aug. 18.							
RAILROADS.													
Albany & Susquehanna.				135		135		130	Jan. 6	135	Mar. 21	120	135
Achison Topeka & Santa Fe.							400	84 1/2	June 10	95 1/2	July 17	75	110
Albion & N. Y. Air-Line, pref.	76 1/2	76 1/2						59	Jan. 6	79 1/2	Jan. 25	65	71 1/2
Burlington Cedar Rap. & N. O.								67	June 10	85	Feb. 20	60	80
Canada Southern.	62 1/2	63 1/2	63 1/2	63 1/2	64 1/2	65 1/2	19,140	44	Feb. 23	63 1/2	July 24	30	80
Cedar Falls & Minnesota.								15	Feb. 18	30	Jan. 4	16	40
Central Iowa.								24	July 19	37 1/2	Jan. 4	31	45
Central of New Jersey.	78 1/2	79 1/2	79 1/2	79 1/2	80 1/2	80 1/2	39,870	64 1/2	June 5	87 1/2	Feb. 28	82 1/2	102 1/2
Central Pacific.	93 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	28,020	86	Feb. 23	97 1/2	July 28	80 1/2	107 1/2
Cheapeake & Ohio.	25 1/2	25 1/2	25 1/2	25 1/2	24 1/2	24 1/2	1,338	19 1/2	Mar. 9	27 1/2	July 22	20 1/2	33 1/2
Do 1st pref.	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	37 1/2	1,971	27	Apr. 18	40 1/2	July 24	32 1/2	48 1/2
Do 2d pref.	26 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	121	21	Mar. 9	28 1/2	Jan. 18	17 1/2	36
Chicago & Alton.	144 1/2	144 1/2	145 1/2	145 1/2	145 1/2	145 1/2	720	127	Mar. 11	145 1/2	Aug. 16	127	146
Chicago Burlington & Quincy.	137 1/2	138 1/2	137 1/2	137 1/2	137 1/2	136 1/2	10,138	127	July 5	141	Aug. 9	133 1/2	152 1/2
Chicago Milwaukee & St. Paul.	123 1/2	124 1/2	123 1/2	123 1/2	123 1/2	123 1/2	43,702	104 1/2	Jan. 4	125	Aug. 9	90 1/2	129 1/2
Chicago & North Western.	137 1/2	138 1/2	137 1/2	137 1/2	137 1/2	136 1/2	5,200	118 1/2	Apr. 14	139 1/2	Aug. 7	110 1/2	140
Do pref.	144 1/2	145 1/2	145 1/2	145 1/2	146 1/2	146 1/2	49,987	124	Jan. 1	150	Aug. 17	117 1/2	146
Do 2d pref.	166 1/2	166 1/2	166 1/2	166 1/2	166 1/2	166 1/2	11,287	136	Apr. 10	175	Aug. 16	127 1/2	147 1/2
Chicago Rock Isl. & Pacific.	138 1/2	139 1/2	138 1/2	138 1/2	138 1/2	137 1/2	13,115	125 1/2	Apr. 18	140 1/2	Aug. 11	129 1/2	149 1/2
Chicago St. L. & New Orleans.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	100	68	Mar. 8	84	Feb. 1	40	88 1/2
Chicago St. Paul Minn. & On.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	131,235	89	Feb. 23	110 1/2	Aug. 15	33 1/2	100 1/2
Do pref.	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	34,049	17 1/2	Feb. 24	17 1/2	Jan. 18	10 1/2	20 1/2
Cincinnati Sandusky & Clev.							200	44	Mar. 9	59	July 15	41 1/2	68 1/2
Cleveland Col. Cn. & Ind.			84	86	84	84	3,750	65 1/2	June 7	92 1/2	July 24	81	101 1/2
Cleveland & Pittsburgh guar.								133	Jan. 7	140	July 27	127 1/2	142 1/2
Columbia & Greenville.								61	June 29	104	Feb. 2	53 1/2	121 1/2
Columbus Chic. & Ind. Central.	13 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	1,750	6	June 7	21 1/2	Jan. 7	18 1/2	32 1/2
Delaware Lackawanna & West.	143 1/2	144 1/2	143 1/2	143 1/2	143 1/2	142 1/2	104,778	116 1/2	Apr. 24	150	Aug. 10	107 1/2	131 1/2
Denver & Rio Grande.	60 1/2	62 1/2	60 1/2	61 1/2	62 1/2	61 1/2	73,325	52 1/2	Mar. 14	74 1/2	Jan. 26	66 1/2	113 1/2
Dubuque & Sioux City.	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	320	82	Apr. 15	96 1/2	Aug. 3	76 1/2	88 1/2
East Tennessee Va. & Ga.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	8	8	June 12	16	Jan. 14	11	27 1/2
Do pref.	19 1/2	19 1/2	19 1/2	20	20	19 1/2	1,300	15 1/2	June 7	26 1/2	Jan. 18	23	33
Green Bay Win. & St. Paul.							200	8	Feb. 15	16	Jan. 18	.....	.....
Hannibal & St. Joseph.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	90	Mar. 1	110	Feb. 8	44 1/2	350 1/2	521 1/2
Do pref.	94 1/2	95 1/2	95 1/2	95 1/2	95 1/2	94 1/2	2,000	76	June 2	111 1/2	Jan. 30	63 1/2	108 1/2
Houston & Texas Central.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	100	61	Mar. 11	92 1/2	July 25	63 1/2	108 1/2
Illinois Central.	133 1/2	141 1/2	138 1/2	138 1/2	137 1/2	137 1/2	5,610	127 1/2	Jan. 4	143	Aug. 5	124	146 1/2
Indiana Bloom'g. & West, new	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	2,000	35	Mar. 8	48 1/2	Jan. 14	38 1/2	87 1/2
Keokuk & Des Moines.							100	12	June 17	19 1/2	July 25	10 1/2	20 1/2
Do pref.	40 1/2	40 1/2	40 1/2	41 1/2	41 1/2	41 1/2	4,012	23	June 12	45 1/2	July 26	32	65 1/2
Lake Erie & Western.	114 1/2	115 1/2	115 1/2	115 1/2	114 1/2	114 1/2	77,490	98	June 6	120 1/2	Mar. 30	112 1/2	135 1/2
Lake Shore.	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	1,166	49 1/2	Feb. 24	60	June 1	38 1/2	58 1/2
Louisiana & Missouri River.								14 1/2	June 26	24	Mar. 30	16 1/2	38
Louisville & Nashville.	74 1/2	76 1/2	75 1/2	76 1/2	74 1/2	74 1/2	100 1/2	0	June 10	109 1/2	Jan. 3	79	110
Louisville New Albany & Chic.							800	57	June 5	77 1/2	July 25	50	117 1/2
Manhattan.	56 1/2	56 1/2	55 1/2	55 1/2	55 1/2	55 1/2	3,700	43	Apr. 21	60 1/2	Feb. 11	15 1/2	59 1/2
Do 1st pref.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	Apr. 18	88 1/2	Jan. 28	80 1/2	98 1/2
Manhattan Beach Co. pref.	25 1/2	26 1/2	26 1/2	26 1/2	26 1/2	25 1/2	5,010	19 1/2	Aug. 2	27	Mar. 30	18	59 1/2
Marietta & Cincinnati, 1st pref.								8	May 1	15 1/2	Jan. 16	9	24 1/2
Do 2d pref.								8	Apr. 11	9 1/2	Jan. 3	8	18 1/2
Memphis & Charleston.	57 1/2	58 1/2	57 1/2	58 1/2	57 1/2	57 1/2	17,772	44 1/2	June 7	82 1/2	Jan. 18	43 1/2	93 1/2
Metropolitan Elevated.	85 1/2	85 1/2	83 1/2	84 1/2	83 1/2	83 1/2	110	81 1/2	July 6	92	Jan. 14	69 1/2	87 1/2
Michigan Central.	99 1/2	100 1/2	100 1/2	100 1/2	99 1/2	98 1/2	15,830	77	Apr. 15	101 1/2	Aug. 8	84 1/2	128 1/2
Milwaukee L. Sh. & West, pref.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	2,500	41 1/2	Mar. 11	58 1/2	Aug. 15	42	84 1/2
Minneapolis & St. Louis.	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	15,637	19	Mar. 6	35 1/2	July 18	12	40 1/2
Do pref.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	2,750	59	Feb. 25	72 1/2	July 19	62 1/2	70 1/2
Missouri Kansas & Texas.	39 1/2	40 1/2	39 1/2	40 1/2	39 1/2	39 1/2	60,515	26 1/2	Mar. 11	42 1/2	Aug. 2	34 1/2	54 1/2
Missouri Pacific.	106 1/2	107 1/2	106 1/2	107 1/2	106 1/2	106 1/2	25,200	86 1/2	Apr. 21	108 1/2	Aug. 10	85 1/2	114 1/2
Mobile & Ohio.	22 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	500	12	June 6	35 1/2	Jan. 21	18 1/2	39 1/2
Morris & Essex.	126 1/2	128 1/2	127 1/2	127 1/2	127 1/2	127 1/2	305	119 1/2	Mar. 12	128 1/2	Aug. 14	103 1/2	132 1/2
Nashville Chattanooga & St. L.	64 1/2	65 1/2	64 1/2	64 1/2	64 1/2	64 1/2	4,000	52 1/2	June 5	87 1/2	Jan. 14	63	102 1/2
New York Central & Hudson.	136 1/2	136 1/2	136 1/2	136 1/2	136 1/2	136 1/2	13,522	123 1/2	May 2	135 1/2	Jan. 13	130 1/2	155 1/2
New York Chic. & St. Louis.	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	8,721	10	May 25	16 1/2	July 28	.....	.....
Do pref.	33 1/2	34 1/2	33 1/2	34 1/2	33 1/2	33 1/2	6,845	27	May 27	37 1/2	Aug. 2	20 1/2	38 1/2
New York Elevated.	107 1/2	110 1/2	109 1/2	109 1/2	107 1/2	107 1/2	200	100	May 15	109 1/2	Jan. 27	96	130 1/2
New York Lake Erie & West.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	23,000	77	Apr. 7	83 1/2	Jan. 14	39 1/2	52 1/2
Do pref.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	300	67	Mar. 8	85 1/2	Jan. 18	80 1/2	96 1/2
New York New Haven & Hart.							168	Feb. 17	181	Aug. 8	184 1/2	180 1/2	196 1/2
New York Ontario & Western.	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	17,170	20 1/2	June 9	31 1/2	July 28	20 1/2	38 1/2
Norfolk & Western pref.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	2,550	44 1/2	Mar. 8	58 1/2	Jan. 11	53	70
Norfolk & Western.	50 1/2	52 1/2	50 1/2	51 1/2	52 1/2	50 1/2	100,170	28 1/2	Mar. 9	52 1/2	Aug. 10	32 1/2	61 1/2
Do pref.	94 1/2	95 1/2	93 1/2	93 1/2	93 1/2	92 1/2	180,077	66 1/2	Feb. 23	97 1/2	Aug. 15	64 1/2	88 1/2
Ohio Central.	17 1/2	18 1/2	18 1/2	18 1/2	17 1/2	17 1/2	2,350	11	June 7	25 1/2	Jan. 14	10 1/2	20 1/2
Ohio & Mississippi.	38 1/2	39 1/2	39 1/2	39 1/2	37 1/2								

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Michigan—			N. Carolina—6s, old, J. & J	20		South Carolina—		
Class A, 3 to 5, 1906.	81		Class A, 1883	—	—	6s, old, A. & O.	20		6s, Act Mar. 23, 1869	—	—
Class A, 3 to 5, small.	82½	85	7s, 1890	—	—	N. Carolina RR., J. & J.	151		non-fundable, 1888	6½	8
Class B, 6s, 1906.	97	101	Missouri—			Do A. & O.	151		Brown consol'n 6s, 1893	100½	—
Class C, 6s, 1906.	80		6s, due 1882 or 1883	100		Do coup. off. J. & J.	105		Tennessee—6s, old, 1892-8	55½	56½
6s, 10-20s, 1900.	—	—	6s, due 1884	103½		Do coup. off. A. & O.	105		6s, non-fundable, 1900	55½	56½
6s, funded, 1899-1900	30	36	6s, due 1887	107½		Funding act, 1860-1900	8		6s, new series, 1914	58½	—
7s, L. Rock & F. S. 1st	27		6s, due 1888	108		Do 1868-1898	8		C'mp'mise, 3-4-5-6s, 1912	64½	65½
7s, Memp. & Rock Mt.	25		6s, due 1889 or 1890	110		New bonds, J. & J., '92-8	18		Virginia—6s, old	35	
7s, L. R. & S. N. O. 1st	27		Asst'y or Univ., due '92	112		Do A. & O.	18		6s, consol. 2d series	35	
7s, Miss. O. & R. R. RR.	25		Funding, 1894-'95	117		Chatham RR.	7½	8½	6s, new, 1867	35	
7s, Arkansas Cent. RR.	12	15	Hannibal & St. Jo., '86	107		Special tax, class 1, '98-9	7½	8½	6s, consol. bonds	35	
Connecticut—6s, 1888-4	102		Do do '87	108		Do class 2	7½	8½	6s, ex matured coupon	64	
Georgia—6s, 1886	104		New York—			Do class 3	7½	8	6s, consol. 2d series	35	
7s, new, 1886	106		6s, gold, reg. 1887	—		Consol. 4s, 1910	78	80	6s, deferred	12	14
7s, endorsed, 1886	106		6s, gold, coup., 1887	—		Small	—		District of Columbia—		
7s, gold, 1890	114		6s, loan, 1886	—		Ohio—			3-6s, 1934	—	
Louisiana—			6s, loan, 1891	—		6s, 1886	107		Small bonds	—	
7s, consol., 1914	69	69½	6s, loan, 1892	—		Rhode Island—			Registered		
7s, small.	65		6s, loan, 1893	—		6s, coupon, 1893-99			Funding 5s, 1899		
									Do small		
									Do regulars		

RAILROAD BONDS.

Railroad Bonds.			Alb. & H. -Cont'd-			Minn.&St.L.-1st, 7s, 1927			Richm. & Danv. -Cont-		
(Stock Exchange Prices.)			Aib. & Susq. -1st, 7s...			At.&Ch. -1st, 7s, 1907			All. & Ch. -1st, 7s, 97		
Aia. Central -1st, 6s, 1918			2d, 7s, 1885			2d, 7s, 1891			Scioto Val. -1st, cons, 7s		
Alleg. & Gen. -1st, 6s, 1922			1st, cons, guar, 7s, 1906			St. H. Ext. -1st, 7s, 1910			St. L. & Iron Mt. -1st, 7s		
At. & C. -1st, 6s, 1910			Den. & Sar. -1st, coup			Pac. Ext. -1st, 6s, 1921			2d, 7s, 1897		
Balt. & O. -1st, 6s, 1910			1st, reg, 1921			Gen. cons. - 6s			Cal. & Ont. -1st, 6s		
Bost. Ind. -1st, 6s, 1917			Ren. & Rio Gr. -1st, 1900			Cons, 7s, 1904-5-6			Cairo Ark. & T. -1st		
Chic. & Alton -1st, 7s			1st consol, 7s, 1910			2d, income, 1911			Gen. Ry. & L. gr. 5s, 1931		
Chic. & N. W. -1st, 7s			Den. & S. Pac. -1st, 7s			Mobile & Ohio -1st, 6s			St. L. & S. W. -1st, 1st		
Chic. & P. -1st, 7s			1st consol, 7s, 1910			Collat. Trust, 6s, 1892			2d, pref. 7s, 1911		
Chic. & R. -1st, 7s			1st consol, 7s, 1910			Cons. Tr. & T. -1st, 6s			2d, income, 7s, 1894		
Chic. & S. -1st, 7s			1st consol, 7s, 1910			Nash. Chrt. & Est. -1st, 7s			Belleville & S. Ill. -1st		
Chic. & T. -1st, 7s			1st consol, 7s, 1910			N. Y. Central - 6s, 1883			St. P. Minn. & Man. -1st, 7s		
Chic. & W. -1st, 7s			1st consol, 7s, 1910			6s, 1887			6s, 1907		
Chic. & X. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Dakota Ext. - 6s, 1910		
Chic. & Y. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. P. & Dul. -1st, 6s, 1931		
Chic. & Z. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			So. Car. Ry. -1st, 6s, 1920		
Chic. & AA. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Tex. Cen. -1st, 6s, 1907		
Chic. & AB. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Tol. Del. & Bur. -Main, 6s		
Chic. & AC. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			1st, Dayt. Div. - 6s, 1910		
Chic. & AD. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			1st, Terri Trust, 6s, 1910		
Chic. & AE. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Val. St. & T. -1st, 6s		
Chic. & AF. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Wabash M. & P. -Gen'l, 6s		
Chic. & AG. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Chic. Div. - 6s, 1910		
Chic. & AH. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Hav. Div. - 6s, 1910		
Chic. & AI. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Iowa Div. - 6s, 1921		
Chic. & AJ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Ind. Div. - 6s, 1921		
Chic. & AK. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Detroit Div. - 6s, 1921		
Chic. & AL. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Wabash M. & P. -1900		
Chic. & AM. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Tol. & W. -1st, ext. 7s		
Chic. & AN. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			1st, St. L. Div. 7s, 89		
Chic. & AO. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			2d, ext. 7s, 1893		
Chic. & AP. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Ext. & O. -1st, pref. 7s		
Chic. & AQ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Consol. conv. 7s, 1907		
Chic. & AR. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			Gt. West. -1st, 7s, 88		
Chic. & AS. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1893		
Chic. & AT. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1907		
Chic. & AU. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1910		
Chic. & AV. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1911		
Chic. & AW. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1912		
Chic. & AX. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1913		
Chic. & AY. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1914		
Chic. & AZ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1915		
Chic. & BA. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1916		
Chic. & BB. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1917		
Chic. & BC. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1918		
Chic. & BD. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1919		
Chic. & BE. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1920		
Chic. & BF. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1921		
Chic. & BG. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1922		
Chic. & BH. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1923		
Chic. & BI. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1924		
Chic. & BJ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1925		
Chic. & BK. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1926		
Chic. & BL. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1927		
Chic. & BM. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1928		
Chic. & BN. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1929		
Chic. & BO. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1930		
Chic. & BP. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1931		
Chic. & BQ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1932		
Chic. & BR. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1933		
Chic. & BS. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1934		
Chic. & BT. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1935		
Chic. & BU. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1936		
Chic. & BV. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1937		
Chic. & BW. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1938		
Chic. & BX. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1939		
Chic. & BY. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1940		
Chic. & BZ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1941		
Chic. & CA. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1942		
Chic. & CB. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1943		
Chic. & CC. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1944		
Chic. & CD. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1945		
Chic. & CE. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1946		
Chic. & CF. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1947		
Chic. & CG. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1948		
Chic. & CH. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1949		
Chic. & CI. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1950		
Chic. & CJ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1951		
Chic. & CK. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1952		
Chic. & CL. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1953		
Chic. & CM. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1954		
Chic. & CN. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1955		
Chic. & CO. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1956		
Chic. & CP. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1957		
Chic. & CQ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1958		
Chic. & CR. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1959		
Chic. & CS. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1960		
Chic. & CT. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1961		
Chic. & CU. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1962		
Chic. & CV. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1963		
Chic. & CW. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1964		
Chic. & CX. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1965		
Chic. & CY. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1966		
Chic. & CZ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1967		
Chic. & DA. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1968		
Chic. & DB. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1969		
Chic. & DC. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1970		
Chic. & DD. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1971		
Chic. & DE. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1972		
Chic. & DF. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1973		
Chic. & DG. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1974		
Chic. & DH. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1975		
Chic. & DI. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1976		
Chic. & DJ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1977		
Chic. & DK. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1978		
Chic. & DL. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1979		
Chic. & DM. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1980		
Chic. & DN. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1981		
Chic. & DO. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1982		
Chic. & DP. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1983		
Chic. & DQ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1984		
Chic. & DR. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1985		
Chic. & DS. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1986		
Chic. & DT. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1987		
Chic. & DU. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1988		
Chic. & DV. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1989		
Chic. & DW. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1990		
Chic. & DX. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1991		
Chic. & DY. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1992		
Chic. & DZ. -1st, 7s			1st consol, 7s, 1910			6s, real estate, 1883			St. L. 1993		
Chic. &											

New York Local Securities.

Bank Stock List.

COMPANIES.	PRICE.
Marked thus (*) are not National.	Par. Bid. Ask.
America*	100 130
Am. Exchange	100 130
Bowery	100 200
Brooklyn	25 185
Butchers & Drovers	25 185
Central	100 180
Chase	100 180
Chatham	25 185
Chemical	100 185
Citizens	100 185
City	100 151
Commerce	100 151
Continental	100 121
Corn Exchange	100 121
East River	25 125
Eleventh Ward*	25 125
Fifth Avenue	100 125
First	100 125
Fourth	100 125
Fulton	75 125
German	100 125
German American	100 125
German Exchange	100 125
Germania*	100 125
Greenwich	100 125
Hanover	100 125
Imp. and Traders	100 125
Irving	50 125
Island City	100 125
Leather Market	100 125
Manhattan	50 125
Marine	100 125
Market	100 125
Mechanics	25 125
Mechanics' Assoc'n	25 125
Mechanics & Traders	25 125
Mercantile	100 125
Mercantile's	100 125
Mercantile's Exch'ge	100 125
Metropolitan	100 125
Mount Morris	100 125
Murray Hill	100 125
Nassau	100 125
New York	100 125
New York City	100 125
N. Y. Nat'l Exch'ge	100 125
Ninth	100 125
North American	100 125
North River	100 125
Oriental	25 125
Pacific	50 125
Park	100 125
People's	100 125
Phenix	25 125
Produce	50 125
Republic	100 125
St. Nicholas	100 125
Seventh Ward	100 125
Second	100 125
Shoe and Leather	100 125
Stith	100 125
State of New York	100 125
Third	100 125
Traders' Union	40 125
United States	100 125
West Side*	100 125

Insurance Stock List.
(Quotations by E. S. BAILLY, Broker,
No. 7 Pine Street.)

COMPANIES.	Par.	Bid.	Ask.
American	50	150	155
American Exchange	100	105	110
Bowery	25	200	210
Brooklyn	25	185	190
Butchers & Drovers	25	185	190
Central	100	180	185
Chase	100	180	185
Chatham	25	185	190
Chemical	100	185	190
Citizens	100	185	190
City	100	151	152
Commerce	100	151	152
Continental	100	121	122
Corn Exchange	100	121	122
East River	25	125	126
Eleventh Ward*	25	125	126
Fifth Avenue	100	125	126
First	100	125	126
Fourth	100	125	126
Fulton	75	125	126
German	100	125	126
German American	100	125	126
German Exchange	100	125	126
Germania*	100	125	126
Greenwich	100	125	126
Hanover	100	125	126
Imp. and Traders	100	125	126
Irving	50	125	126
Island City	100	125	126
Leather Market	100	125	126
Manhattan	50	125	126
Marine	100	125	126
Market	100	125	126
Mechanics	25	125	126
Mechanics' Assoc'n	25	125	126
Mechanics & Traders	25	125	126
Mercantile	100	125	126
Mercantile's	100	125	126
Mercantile's Exch'ge	100	125	126
Metropolitan	100	125	126
Mount Morris	100	125	126
Murray Hill	100	125	126
Nassau	100	125	126
New York	100	125	126
New York City	100	125	126
N. Y. Nat'l Exch'ge	100	125	126
Ninth	100	125	126
North American	100	125	126
North River	100	125	126
Oriental	25	125	126
Pacific	50	125	126
Park	100	125	126
People's	100	125	126
Phenix	25	125	126
Produce	50	125	126
Republic	100	125	126
St. Nicholas	100	125	126
Seventh Ward	100	125	126
Second	100	125	126
Shoe and Leather	100	125	126
Stith	100	125	126
State of New York	100	125	126
Third	100	125	126
Traders' Union	40	125	126
United States	100	125	126
West Side*	100	125	126

Gas and City Railroad Stocks and Bonds.

(Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.)

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co.	25	2,000,000	Var.	5	May '82	110	115
Citizens' Gas Co. (Bklyn)	1,000	1,200,000	Var.	2 1/2	July '82	68	70
do bonds	1,000	315,000	F. & A. O.	7	1898	105	110
Harlem	50	1,850,000	F. & A. O.	3	Aug. '82	105	110
Jersey City & Hoboken	20	750,000	F. & A. O.	2 1/2	July '82	105	110
Manhattan	50	4,000,000	F. & A. O.	5	Aug. '82	220	225
Metropolitan	100	2,500,000	M. & S.	6	Aug. '82	175	180
do bonds	100	1,000,000	F. & A. O.	3	1892	105	110
Mutual N. Y.	100	5,000,000	Quar.	1 1/4	June '82	105	110
do bonds	1,000	1,000,000	F. & A. O.	3	1882	105	110
Nassau, Brooklyn	25	1,000,000	Var.	3	Sept. '82	105	110
do bonds	100	1,000,000	M. & S.	6	May '82	110	115
New York	100	4,000,000	M. & S.	5	May '82	110	115
People's (Brooklyn)	100	1,000,000	M. & S.	3	Jan. '82	105	110
do bonds	1,000	375,000	M. & S.	7	1897	105	110
Bonds	100	1,000,000	Var.	3	1892	105	110
Central of N. Y.	50	400,000	F. & A. O.	3	Jan. '82	75	80
Williamsburg	50	1,000,000	Quar.	1 1/4	Feb. '82	55	60
do bonds	1,000	1,000,000	A. & O.	6	1900	101	104
Metropolitan, Brooklyn	100	1,000,000	M. & S.	2 1/2	July '82	80	85
Municipal	100	3,000,000	M. & S.	8	Aug. '82	185	190
do bonds	100	750,000	M. & S.	8	1888	105	110
Fulton Municipal	100	1,500,000	M. & S.	8	1888	105	110

(Quotations by H. L. GRANT, Broker, 145 Broadway.)

COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Bleecker St. & Fulton Ferry—Stk	1,000	900,000	J. & J.	7	July '82	24	26
1st mortgage	1,000	900,000	J. & J.	7	July '82	105	110
Broadway & Seventh Av.—Stk	1,000	1,100,000	Q-J	2 1/2	July '82	147	150
1st mortgage	1,000	1,500,000	J. & D.	3	June '82	103	104
Brooklyn City—Stock	1,000	2,000,000	Q-F	3 1/2	Aug. '82	215	220
1st mortgage	1,000	300,000	M. & N.	7	July '82	102	110
Broadway (Brooklyn)—Stock	1,000	200,000	Q-J	3	July '82	190	200
Brooklyn City—Stk	1,000	400,000	Q-J	2	July '82	150	160
1st mortgage bonds	1,000	300,000	Q-F	3 1/2	Aug. '82	112	115
Bushwick Av. (Bklyn)—Stock	1,000	500,000	J. & J.	2 1/2	July '82	135	145
Central Pk. N. & E. Rwy.—Stock	1,000	1,800,000	Q-J	2	July '82	140	145
Consolidated mort. bonds	1,000	1,200,000	Q-J	2	Dec. 1902	116	119
Christopher & Renth St.—Stock	1,000	850,000	Q-F	2 1/2	Aug. '82	106	110
Bonds	1,000	250,000	Q-F	7	1898	100	110
Dry Dock E. B. & Battery—Stock	1,000	1,000,000	Q-F	4	Aug. '82	240	245
1st mortgage	1,000	500,000	J. & D.	3	July '82	115	119
Eighth Avenue—Stock	1,000	1,000,000	Q-J	12	July '82	115	119
1st mortgage	1,000	200,000	J. & J.	7	Jan. '81	100	110
43d St. & Grand St. Ferry—Stk	1,000	748,000	M. & N.	6	May '82	115	119
1st mortgage	1,000	236,000	A. & O.	7	Apr. '83	115	119
Central Cross Town—Stock	1,000	600,000	M. & N.	7	Nov. 1901	103	106
1st mortgage	1,000	200,000	M. & N.	7	Nov. 1901	103	106
Hous. West St. & Pav. Fy—Stk	1,000	250,000	Q-F	7	July '82	70	75
1st mortgage	1,000	500,000	J. & D.	7	July '82	105	110
Second Avenue—Stock	1,000	1,100,000	J. & J.	4	July '82	167 1/2	172 1/2
8d mortgage	1,000	150,000	A. & O.	7	Apr. '83	115	119
Consol. convertible	1,000	1,050,000	M. & S.	7	Nov. '82	107	108 1/2
Extension	500,000	2,000,000	M. & S.	3	Sept. '82	165	170
Sixth Avenue—Stock	1,000	750,000	M. & S.	5	Mar. '83	250	260
1st mortgage	1,000	500,000	Q-J	7	July '82	110	115
Third Avenue—Stock	1,000	2,000,000	J. & F.	5	Aug. '82	250	260
1st mortgage	1,000	2,000,000	J. & F.	5	Aug. '82	115	119
Twenty-third street—Stock	1,000	600,000	F. & A.	4	Aug. '83	147	151
1st mortgage	1,000	250,000	M. & N.	7	May '83	110	115

* This column shows last dividend on stocks, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

BOSTON.

SECURITIES.	Bid.	Ask.
Atch. & Topeka 1st m. 7s.	113	115
do do land grant 7s.	113	115
Atlantic & Pacific 6s.	113	115
do do income	113	115
Boston & Maine 1st m. 7s.	113	115
Boston & Albany 7s.	113	115
do do 6s.	113	115
Boston & Lowell 7s.	113	115
do do 6s.	113	115
Boston & Providence 7s.	113	115
Surl. & Mo., land grant 7s.	113	115
do Nebr. 6s.	113	115
do Nebr. 6s.	113	115
Chicago & North Western 7s.	113	115
Conn. & Passumpsic 7s.	113	115
Conn. & Valley 7s.	113	115
Call. & Southern 7s.	113	115
Eastern Mass. 4 1/2, new.	113	115
Fort Scott & Gulf 7s.	113	115
Harford & Erie 7s.	113	115
K. City Lawrence & So. 5 1/2.	113	115
Rail. City St. Jo. & C. B. 7s.	113	115
Little Rock & Ft. Smith 7s.	113	115
Mass Central 6s.	113	115
Central & New England 7s.	113	115
New York & New Eng. 6s.	113	115
do do 7s.	113	115
New Mexico & So. Pac. 7s.	113	115
Ogdensburg & L. Ch. 6s.	113	115
do Inc.	113	115
Old Colony 7s.	113	115
Old Colony 6s.	113	115
Penobscot & Bangor 7s.	113	115
Railroad 6s.	113	115
Sonora 7s.	113	115
T. Clin. & St. L. 1st 6s.	113	115
do do 7s.	113	115
do Day & D.	113	115
do Main L.	113	115
STOCKS.		
Atchison & Topeka	95 1/2	96 1/2
Boston & Albany	108	109
Boston & C. & N. Y.	108	109
Boston & Lowell	108	109
Boston & Maine	108	109
Boston & Providence	108	109
Boston & Lowell	108	109
Chic. & N. W. Michigan	50	51
Cin. Sandusky & Clev.	27	28
Connecticut River	182	183
Conn. & Passumpsic	92	93
Conn. & Valley	8	9
Eastern (Mass.)	44 1/2	45 1/2
Eastern (New Hampshire)	131 1/2	132 1/2
Fitchburg	24	25
Fort Scott & Gulf, pref.	95	96
do common	54	55
Iowa Falls & Sioux City	53	54
Little Rock & Fort Smith	53	54
Maine Central	53	54
Manchester & Lawrence	75 1/2	76 1/2
Mar. Hough. & Ont. pref.	75 1/2	76 1/2
Mar. Hough. & Ont. com.	75 1/2	76 1/2
Nashua & Lowell	53	54
New York & New England	53	54
Norfolk & Western	53	54
Old Colony	138 1/2	139 1/2
Portland & Sagadahoc	138 1/2	139 1/2
Pullman Palace Car	138 1/2	139 1/2
Railroad preferred	28	29
Revere Beach & Lynn	84	85
Tol. Clin. & St. Louis	84	85
Vermont & Massachusetts	60	61
Worcester & Nashua	107 1/2	108 1/2
Wisconsin Central	107 1/2	108 1/2
do pref.	107 1/2	108 1/2

PHILADELPHIA.

RAILROAD STOCKS.

Allegheny Valley.....	21 1/2	21 3/4	Pennsylvania 68, corp., 1910.....	90	98
Buffalo Pitts. & Western.....	21 1/2	22	Schuykill, Navist m.s.srg., 97.....	106	106
do do pref.....	43	43	2d m.s.srg., 1897.....	806	806
Camden & Atlantic.....	43	43	MISCELLANEOUS BODS.		
Catawissa.....	55	54	Penn. Co., 68, reg.....	106	106
do do pref.....	54	54	do do do 43s, reg., 1921.....	106	106
do do new pref.....	54	54 1/2	do do do co. p., 191.....	106	106
Delaware & Bound Brook.....	120 1/2	120 1/2	Phillip's Const. & Bldg. Co., 191.....	60	70
East Pennsylvania.....	50	50	do deb. 7s, cps. of.....	60	70
Elmira & Williamsport.....	58	58	do mort., 7s, 1892-4.....	106	106
do do pref.....	58	58	BALTIMORE.		
Har. P. Mt. Joy & Lancaster.....	14 1/2	14 1/2	Baltimore 68, 1894, quarterly.....	104	104
Huntingdon & Broad Top.....	27 1/2	27 1/2	do 68, 1886, J. & J.....	109	109
do do pref.....	62	62	do 68, 1890, quarterly.....	117	117
Lehigh Valley.....	62	62	do 68, park, 1890, Q.-M.....	117	117
do do pref.....	62	62	do 68, 1888, J. & J.....	117	117
Little Schuylkill.....	61 1/2	61 1/2	do 68, exempt, 35, M. & M.....	126	126
Minehill.....	53 1/2	53 1/2	do 68, 1900, Q.-J.....	126	126
Newburgh Valley.....	53 1/2	53 1/2	do 68, 1902, J. & J.....	126	126
Norfolk & Western, com.....	50	50	do 1910, 1910, J. & J.....	130	130
do do do pref.....	49 1/2	49 1/2	Norfolk water, 8s.....	130	130
Northern Central.....	50	50	RAILROAD STOCKS. Par.		
Northern Pennsylvania.....	62	63 1/2	Balt. & Ohio.....	100	100
Pennsylvania.....	62	62 1/2	do do 2d pref.....	124	124
Philadelphia & Erie.....	17	17 1/2	do do Wash. Branch, 100.....	10	10
Phila. Germ. & Norristown.....	11 1/2	11 1/2	do do Parkersburg Br. 50.....	10	10
Phila., new, 90s.....	30 1/2	30 1/2	Northern Central.....	50	50
Puget Sound & Reading.....	30 1/2	30 1/2	Western Maryland.....	50	50
Philadelphia & Trenton.....	30 1/2	30 1/2	Central Ohio, common.....	46	46
Phila. Wilmington & Baltimore.....	30 1/2	30 1/2	Pittsburg & Connellsville.....	107	107
Pittsb. Clin. & Gettysburg.....	188 1/2	188 1/2	Balt. & Ohio 68, 1885, A. & O.....	107	107
St. Paul & Duluth R.R. Co., com.....	188 1/2	188 1/2	N. W. Va. 3d m. guar., 35, J. & J.....	122	122
do do do pref.....	188 1/2	188 1/2	Pittsb. & Connellsville 7s, 93s, & J.....	105	105
United N. J. Companies.....	46	46	Northern Central.....	50	50
West Chester consol., pref.....	31	31	do 68, 1900, A. & O.....	110 1/2	110 1/2
West Jersey.....	43 1/2	43 1/2	do 68, 1910, J. & J.....	110 1/2	110 1/2
West Jersey & Atlantic.....	43 1/2	43 1/2	Cen. Ohio 68, 1st m., 90, M. & S.....	110	110
CANAL STOCKS.			W. Md. 68, 1st m., 87, 90, M. & S.....	110	110
Lehigh Navigation.....	43 1/2	43 1/2	do 1st m., 1886.....	109 1/2	109 1/2
Pennsylvania.....	13	13	do 2d m., guar., J. & J.....	109 1/2	109 1/2
Schuylkill Navigation.....	13	13	do 2d m., pref.....	109 1/2	109 1/2
RAILROAD BONDS.			do 2d m., 87, 90, M. & S.....	112	112
Allegheny Val., 7s-10s, 1896.....	123 1/2	123 1/2	do 2d m., m. guar., & J.....	128 1/2	128 1/2
do 7s, E. ext., 90.....	51 1/2	51 1/2	Mar. & Cin. 7s, 91, F. & A.....	102	102
do Inc. Ts. end. c. 90.....	106	106	do 8s, 8d. & N.....	102	102
Belvidere Dela. 1st m., 68, 1902.....	105	105	do 8s, 8d., J. & J.....	112	112
do 2d m., 68, 93s.....	105	105	Union R.R. 1st m., 90.....	102	102
do 3d m., 68, 93s.....	105	105	do C'n. end. 100.....	116	116
Camden & Atl. c. 8s, coup., 93.....	100	100	Wtl. & Weldon, col. 7s.....	116	116
do 6s, coup., 89.....	100	100	Wtl. C. & A., 90.....	116	116
do mort. 6s, 89.....	113	113	Consolidated Gas.....	103 1/2	103 1/2
Cam. & Atl. 1st m., 68, 1896.....	102 1/2	102 1/2	do bonds.....	42 1/2	42 1/2
do 2d m., 68, 1904.....	102 1/2	102 1/2			

Railroad Earnings.—The latest railroad earnings and the totals from January 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.				Jan. 1 to Latest Date.			
	Week or Mo	1882.	1881.		1882.	1881.		
		\$	\$		\$	\$		
Ala. Gr. Southern	July.....	61,041	57,982		423,587	401,830		
Atch. Top. & S. Fe	July.....	1,057,000	1,006,633		7,887,718	6,402,839		
Bost. & N. Y. A. L.	June.....	25,360	24,422		143,844	133,431		
Buff. Pitts. & W.	July.....	75,193	53,162		383,156	297,066		
Bur. Ced. R. & N.	1st wk Aug	47,013	36,931		1,536,687	1,208,314		
Cairo & St. Louis	4th wk July	8,684	8,416		201,158	239,934		
Cent. Br. Un. Pac.	July.....	2,020,000	1,899,346		14,855,866	12,789,270		
Central Pacific	1st wk Aug	88,266	60,483		1,794,215	1,581,702		
Chesap. & Ohio	1st wk Aug	163,606	160,012		4,269,258	4,082,175		
Chicago & Alton	June.....	1,437,161	2,083,802		9,155,615	9,098,547		
Chic. & East. Ill.	1st wk Aug	39,068	37,420		1,004,317	928,016		
Chic. & Gr. Trunk	Wk. Aug 12	34,266	33,166					
Chic. Mil. & St. P.	2d wk Aug	322,000	338,498		11,268,000	9,385,690		
Chic. & N. W.	2d wk Aug	423,537	475,208		13,421,670	11,553,201		
Ch. St. P. Min. & O.	2d wk Aug	89,124	81,342		2,732,160	2,226,309		
Chic. & W. Mich.	June.....	116,136	114,270		1,127,334	1,066,339		
Cin. Ind. St. L. & C.	July.....	200,564	177,161		1,422,435	1,289,240		
Cincinnati South	3 wks July	149,669	122,747		1,297,713	1,127,334		
Clev. Akron & C.	4th wk July	13,149	9,631		274,517	233,122		
Col. Hoek. V. & T.	1st wk Aug	62,210	46,738		1,551,932	1,277,906		
Dent. & Rio Gr.	2d wk Aug	113,785	128,630		3,883,358	3,358,934		
Dos M. & Ft. D.	3d wk July	5,591	10,941		188,048	181,344		
Det. Lan. & N. O.	1st wk Aug	24,307	24,462					
Dub. & Sioux C.	1st wk Aug	13,234	24,247		654,067	611,825		
Eastern	June.....	284,662	268,377		1,503,591	1,394,182		
E. Tenn. Va. & G.	236,339	222,769						
Evans. & T. H.	July.....	120,779	60,559					
Flint & P. Marq.	1st wk Aug	35,529	31,895		1,234,632	1,073,092		
Gal. Har. & S. A.	4th wk J'e	24,708	23,123		624,390	568,954		
Grand Trunk.....	Wk. Aug. 11	198,092	187,424		6,338,026	6,339,394		
Great Western.....	Wk. Aug. 11	104,070	99,165		3,017,902	3,167,136		
Gr. Bay W. & St. P.	July.....	6,488	6,062		581,022	479,368		
Guif. Coast. Fe.	July.....	93,733	66,062		1,137,729	1,257,554		
Hannibal St. Jo	1st wk Aug	49,104	47,522		1,137,729	1,257,554		
Hous. E. & W. Tex.	July.....	21,348	12,521		143,605	78,531		
Illinois Cent. (Ill.)	July.....	618,478	548,318		3,821,808	3,613,693		
Do (Iowa)	July.....	133,773	171,686		1,039,198	959,519		
Ind. Bloom. & W.	4th wk July	68,269	59,071		1,358,507	1,345,773		
Int. & Gr. North.	1st wk Aug	49,583	52,234		1,589,397	1,392,058		
Iowa Central.....	July.....	97,187	88,713		637,758	479,169		
K. C. Ft. S. & G.	July.....	133,774	122,394		904,567	816,380		
K. C. Law. & S.	3d wk May	13,553	10,459					
L. Erie & West'n	July.....	25,747	36,438		789,393	786,486		
L. R. & Ft. Smith	July.....	26,100	32,236					
Long Island.....	2d wk Aug.	73,193	67,303		1,352,173	1,190,351		
Louis. & Mo. R.	May.....	31,619	33,743		174,059	167,926		
Louis. & Nashv.	1st wk Aug	219,795	189,100		7,342,844	6,483,750		
Louis. N. A. & Ch.	July.....	118,193	82,535					
Maine Central.....	July.....	170,387	142,616		785,592	699,790		
Mar. Hough. & O.	July.....	104,979	134,555		678,113	426,989		
Min. L. S. & West	2d wk Aug.	16,560	11,785		523,198	326,885		
Mt. St. Louis.....	May.....	104,307	97,115		519,938	333,196		
Mo. Kan. & Tex.	1st wk Aug	114,835	112,356		3,244,516	2,892,155		
Missouri Pacific	1st wk Aug	178,694	142,510		4,128,281	3,744,211		
Mobile & Ohio.....	July.....	136,398	135,348		1,024,125	1,253,417		
N. Y. & N. Eng'd	1st wk Aug	160,431	150,431		1,017,736	1,269,626		
N. Y. & Pa. & Ohio	June.....	81,151	72,928		1,567,546			
Norfolk & West.	July.....	460,438	417,279		2,640,197	2,729,988		
Norfolk & Ohio	July.....	179,183	173,735		1,204,141	1,168,504		
Northern Cent.	July.....	482,762	487,287		2,651,671	2,661,867		
Northern Pacific	2d wk Aug.	168,390	98,020		3,613,288	1,888,534		
Ohio Central.....	4th wk July	26,917	17,092		541,558	330,017		
Ohio Southern.....	1st wk Aug	8,403	6,189		205,888			
Oregon Imp. Co.	June.....	298,132			1,493,845			
Oregon R. & N. O.	July.....	422,800	417,415		2,665,800	2,183,703		
Oregon & Cal.	July.....	74,000						
Pennsylvania.....	June.....	4,093,756	3,807,437		22,650,841	21,553,839		
Peoria Dec. & Ev.	1st wk Aug	12,563	17,196		452,861	361,522		
Philadelp. & Erie	June.....	341,614	350,585		1,725,164	1,723,027		
Phila. & Reading	June.....	1,714,730	1,077,296		9,531,496	9,137,089		
Do Coal & Ir.	June.....	1,303,253	1,143,610		6,272,393	5,566,121		
Richm. & Danv.	3 wks July	100,200	93,857		1,676,296	1,691,542		
Rochester & Pitt.	3 wks July	5,783	5,436		147,551	117,423		
St. Johns. & C. M.	May.....	13,414	14,116		88,393	63,715		
St. L. Alt. & T. H.	June.....	30,862	27,437		733,429	682,526		
Do (brech.)	1st wk Aug	14,290	12,114		471,041	427,044		
St. L. Ft. S. & W.	July.....	5,094			127,784			
St. L. Iron Mt. & S.	1st wk Aug	131,788	145,506		3,878,610	4,014,447		
St. L. & San Fran.	2d wk Aug	82,200	62,000		1,986,166	1,839,487		
St. Paul & Dul.	1st wk Aug	24,350	16,223		541,701	383,237		
St. P. Min. & O.	2d wk Aug	202,300	97,500		4,877,330	2,534,360		
Scioto Valley.....	1st wk Aug	11,550	10,957		291,364	214,993		
South Carolina.....	June.....	60,575	50,542		578,323	584,528		
So. Pac. Cal.	May.....	104,864			411,149			
Do So. Div.	May.....	354,156			1,692,487			
So. Pac. of Ar.	May.....	256,581			1,165,922			
So. Pac. of N. M.	May.....	95,351			319,381			
Texas & Pacific	1st wk Aug	90,898	85,781		2,520,937	2,146,290		
Tol. Del. & Burl.	2d wk Aug	21,558	17,928		548,455	378,431		
Union Pacific.....	10 days Aug	862,000	813,000		16,282,000	14,303,000		
Utah Central.....	July.....	131,203	131,677		245,019			
Vicksburg & Mer.	3 wks July	42,004	31,405		653,578	595,442		
Wab. St. L. & Pac.	1st wk Aug	318,042	322,480		9,148,127	7,681,497		
West Jersey.....	May.....				320,322	284,853		
Wisconsin Cent.	1st wk Aug	20,197	17,997					

* Included in Central Pacific earnings above.
† Northern Division. ‡ Freight earnings

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Receipts.	Payments.	Balances.	
		Coin.	Currency.
Aug. 12.	2,200,316 61	1,852,250 31	80,306,285 34
" 14.	1,433,922 18	1,575,959 48	81,401,120 86
" 15.	2,311,188 24	1,349,493 32	81,277,154 61
" 16.	1,834,331 32	985,576 35	81,978,942 29
" 17.	1,722,734 23	967,285 51	82,143,436 16
" 18.	1,116,288 53	1,679,001 28	81,639,798 69
Total.....	9,670,841 16	8,300,556 25	5,998,387 04

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Aug. 12:

Banks.	Capital.	Average amount of			
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.
New York.....	2,000,000	10,987,000	2,588,000	713,000	10,858,000
Manhattan Co.....	2,050,000	7,826,000	575,000	219,000	5,982,000
Mechanics.....	2,000,000	7,226,500	495,000	73,000	6,715,200
Union.....	1,300,000	8,700,300	1,170,600	1,031,300	8,016,300
America.....	3,000,000	8,893,200	1,240,100	512,100	6,332,800
Phoenix.....	1,000,000	3,407,000	810,000	74,000	3,474,000
City.....	1,000,000	8,827,100	2,092,200	457,000	8,141,600
Traders' Assn.....	1,000,000	2,800,700	335,400	61,100	2,800,500
Fulton.....	600,000	1,564,700	485,600	116,200	1,266,200
Chemical.....	3,000,000	15,338,700	4,087,500	608,600	16,325,400
Merchants' Exch.....	1,000,000	3,707,600	491,300	404,900	3,411,300
Goldwin Nat'l.....	1,000,000	4,380,700	432,300	1,010,100	3,938,600
Butchers & Drov.....	300,000	1,610,500	304,900	88,400	1,512,200
Mechanics & Tr.....	200,000	954,000	129,000	111,000	1,432,000
Greenwich.....	200,000	1,094,000	21,200	172,400	1,021,500
Leather Mfg.....	1,000,000	3,382,000	200,800	3,422,100	468,500
Seventh Ward.....	300,000	1,040,100	146,100	130,400	1,052,300
State of N. York.....	800,000	4,137,100	479,800	144,700	3,392,100
American Exch.....	5,000,000	13,688,000	1,951,000	1,312,000	11,580,000
Commerce.....	5,000,000	5,517,300	3,589,400	64,400	11,918,400
Broadway.....	1,000,000	5,566,500	983,200	165,000	897,800
Mercantile.....	1,000,000	7,042,500	1,070,700	715,800	7,059,000
Pacific.....	422,700	2,219,500	444,300	343,100	2,541,900
Republic.....	1,000,000	5,680,800	500,300	1,362,800	4,828,000
Chatham.....	450,000	3,890,000	516,800	278,600	3,581,100
People's.....	200,000	1,520,600	129,500	148,100	1,789,000
North America.....	700,000	3,917,700	233,300	184,200	2,791,400
Hanover.....	1,000,000	4,482,800	1,080,000	5,871,100	668,900
Irving.....	500,000	3,361,200	535,100	351,000	490,000
Metropolitan.....	3,000,000	14,126,000	3,556,000	505,000	12,890,000
Citizens'.....	600,000	1,909,400	265,000	225,500	1,883,100
Nassau.....	500,000	2,691,000	97,100	1,362,800	458,000
Market.....	500,000	3,903,200	473,700	105,900	2,438,600
St. Nicholas.....	500,000	2,403,300	209,600	99,600	1,820,600
Shoe & Leather.....	500,000	3,060,000	634,000	302,000	2,867,000
Continental.....	1,000,000	6,225,500	1,655,900	303,800	6,719,

ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER, JULY 1, 1882.

July 1, 1882.	Number of banks.	Capital.	Surplus.	Deposits.		Loans and discounts.	Gold.	Silver.	Legal tender and U. S. certificates of deposit.
				Individual.	Other.				
Maine.....	70	\$10,335,000	\$2,603,657	\$9,409,385	\$113,964	\$17,883,688	\$143,758	\$43,809	\$214,524
New Hampshire.....	49	6,080,000	1,124,816	4,352,800	268,481	7,756,424	146,952	44,043	131,444
Vermont.....	48	7,801,000	1,796,417	5,396,249	42,133	11,507,288	213,966	39,136	215,814
Boston.....	53	50,450,000	11,253,210	73,299,591	113,073	118,333,492	7,509,489	153,915	3,497,836
Massachusetts, other.....	191	45,227,500	13,468,771	42,948,946	290,978	80,120,172	1,497,297	261,618	1,530,137
Rhode Island.....	82	20,315,050	3,936,164	10,584,691	147,184	29,293,061	305,531	64,986	594,744
Connecticut.....	86	25,466,820	6,783,613	25,039,726	270,178	42,858,990	1,120,093	142,990	779,417
Total Division No. 1.....	557	\$165,675,370	\$40,966,648	\$171,031,388	\$1,245,991	\$307,753,115	\$11,236,947	\$749,897	\$8,766,946
New York City.....	50	\$1,500,000	\$21,260,947	\$281,723,991	\$500,993	\$47,545,234	\$50,152,489	\$84,902	\$20,554,942
Albany.....	7	1,800,000	1,400,000	7,805,117	72,671	9,521,169	593,427	26,777	3,220,861
New York, other.....	250	33,639,030	8,318,616	75,688,403	663,693	83,001,675	2,380,246	445,676	3,220,861
New Jersey.....	60	12,375,350	3,580,492	28,757,966	216,781	29,798,409	672,219	226,020	1,318,729
Philadelphia.....	32	17,358,000	8,419,303	66,008,880	217,305	60,030,812	5,853,260	446,785	5,606,200
Pittsburg.....	23	9,975,580	3,161,883	20,556,775	214,266	24,290,030	1,465,006	164,594	2,069,084
Pennsylvania, other.....	139	29,643,425	8,114,656	59,870,507	407,438	61,334,620	3,202,851	865,895	2,923,284
Total Division No. 2.....	627	\$156,291,335	\$54,255,897	\$540,411,639	\$2,293,147	\$515,521,349	\$64,319,498	\$3,160,655	\$6,415,874
Delaware.....	14	\$1,743,975	\$529,949	\$3,311,921	\$45,082	\$3,611,205	\$105,950	\$28,440	\$182,985
Baltimore.....	17	11,490,330	2,613,424	19,096,420	118,395	25,374,565	786,702	151,833	2,427,165
Maryland, other.....	22	2,431,700	724,278	4,712,974	.....	5,025,239	123,170	41,797	367,438
Washington.....	5	1,125,000	252,409	2,357,369	4,618	1,939,420	126,872	43,419	167,335
Dist. of Columbia, other.....	1	252,000	60,000	637,783	.....	317,166	52,804	5,877	90,558
Virginia.....	19	3,016,000	1,020,000	10,037,818	459,606	9,412,016	591,256	153,058	608,238
West Virginia.....	18	1,816,000	465,037	2,358,075	.....	3,373,233	174,357	25,121	223,843
Total Division No. 3.....	96	\$21,875,005	\$5,665,088	\$42,512,200	\$627,701	\$49,042,894	\$2,051,111	\$449,295	\$4,157,481
North Carolina.....	15	\$2,501,000	\$357,116	\$2,940,412	\$181,325	\$4,747,158	\$172,632	\$109,794	\$335,299
South Carolina.....	12	1,885,000	697,693	2,894,486	110,108	3,858,095	148,698	185,194	152,337
Georgia.....	13	2,281,000	534,204	2,887,285	83,833	3,870,930	146,760	210,355	291,253
Florida.....	2	100,000	8,673	391,981	.....	335,156	12,233	8,906	51,000
Alabama.....	9	1,468,000	290,000	1,586,737	33,684	2,251,383	84,699	46,636	158,997
Mississippi.....	1	75,000	86	129,348	.....	94,190	15,874	14,800	21,651
New Orleans, La.....	7	2,875,000	985,000	9,881,226	.....	8,787,231	1,106,597	142,924	1,200,741
Louisiana, other.....	5	100,000	.....	53,250	.....	95,400	2,235	.....	7,558
Texas.....	17	1,675,000	449,302	5,103,394	301,228	4,611,711	293,028	120,690	587,584
Arkansas.....	2	205,000	49,000	507,960	70,159	459,496	3,820	.....	18,814
Louisville.....	8	3,151,500	561,842	2,751,481	541,161	6,573,337	296,364	64,468	344,537
Kentucky, other.....	47	7,989,850	1,425,754	7,228,098	180,337	11,623,491	304,732	61,628	425,674
Tennessee.....	28	3,715,300	686,324	8,200,794	228,032	8,011,701	548,359	136,698	724,240
Total Division No. 4.....	163	\$28,021,650	\$6,064,994	\$44,258,457	\$1,729,887	\$55,319,290	\$3,136,089	\$1,114,613	\$4,220,038
Cincinnati.....	11	\$8,050,000	\$924,000	\$12,735,542	\$635,000	\$18,319,037	\$2,877,836	\$39,422	\$235,422
Cleveland.....	6	3,575,000	695,000	7,447,840	438,477	9,700,134	390,175	52,894	1,022,500
Ohio, other.....	169	20,174,000	3,927,267	33,097,906	426,850	42,142,753	2,315,114	378,306	2,522,702
Indiana.....	94	13,033,000	3,195,760	22,517,988	577,252	26,476,387	1,389,865	260,805	1,833,571
Chicago.....	10	7,050,000	2,050,000	35,566,743	69,247	36,684,842	7,358,186	102,722	4,772,779
Illinois, other.....	133	11,951,100	3,788,792	35,839,203	736,126	30,582,610	2,409,172	275,937	2,555,565
Detroit.....	2	2,650,000	582,000	6,552,140	530,106	7,654,579	940,040	95,003	617,437
Michigan, other.....	77	7,725,000	2,048,201	17,817,800	30,269	20,583,112	1,054,115	181,122	948,418
Milwaukee.....	3	650,000	245,000	3,739,774	457,498	3,766,584	292,100	17,431	339,754
Wisconsin, other.....	36	2,657,500	678,026	9,700,609	79,282	8,533,916	633,162	78,081	461,921
Total Division No. 5.....	549	\$77,516,100	\$18,104,046	\$193,015,545	\$4,080,107	\$204,426,224	\$17,039,765	\$1,481,723	\$17,294,418
Iowa.....	86	\$6,919,530	\$1,559,541	\$6,642,246	\$89,825	\$16,377,472	\$1,059,952	\$208,888	\$1,316,119
Minnesota.....	32	5,370,000	1,137,513	\$13,951,442	\$437,536	17,382,057	549,381	89,885	\$84,616
St. Louis.....	5	2,950,000	581,196	5,376,928	192,290	8,503,038	714,094	35,894	1,715,400
Missouri, other.....	20	2,030,000	468,500	3,726,084	.....	3,764,460	185,827	45,517	283,666
Kansas.....	17	1,155,000	246,160	3,068,496	319,596	2,930,012	124,380	39,364	304,767
Nebraska.....	16	1,340,000	321,500	5,452,527	30,138	5,209,416	435,546	69,121	289,901
Total Division No. 6.....	176	\$19,764,530	\$4,314,410	\$48,217,717	\$1,341,385	\$54,166,485	\$3,069,180	\$488,669	\$4,774,118
Colorado.....	19	\$1,382,000	\$563,000	\$9,474,848	\$266,757	\$6,921,367	\$410,409	\$98,733	\$775,867
Nevada.....	7	75,000	10,449	15,780	.....	188,095	50,746	3,336	968
San Francisco.....	1	1,500,000	189,823	1,690,637	2,086,635	2,086,635	1,082,800	8,370	8,759
California, other.....	10	1,800,000	319,752	5,123,863	14,455	4,045,616	594,244	60,432	45,113
Oregon.....	2	300,000	52,000	2,147,808	601,350	1,376,067	328,935	78,869	17,900
Total Division No. 7.....	33	\$5,057,000	\$1,135,024	\$18,595,936	\$882,562	\$14,997,780	\$2,467,584	\$249,740	\$848,501
Arizona.....	1	\$90,000	.....	\$165,129	.....	\$99,074	\$3,715	\$62	\$7,400
Dakota.....	12	1,018,350	113,004	2,717,287	40,662	2,289,783	125,638	20,713	245,240
Idaho.....	1	100,000	20,000	243,965	.....	127,624	5,380	1,398	15,783
Montana.....	4	375,000	73,500	2,050,581	167,502	2,002,284	42,253	7,074	107,000
New Mexico.....	6	500,000	131,890	1,112,709	192,227	1,040,529	58,731	11,235	93,075
Utah.....	3	335,000	125,000	975,000	77,439	557,739	216,189	6,620	50,491
Washington Territory.....	2	200,000	31,750	532,122	.....	741,119	71,985	2,967	6,355
Wyoming.....	4	365,000	78,000	837,573	.....	847,396	99,935	5,061	61,113
Total Division No. 8.....	38	\$2,983,350	\$573,144	\$8,664,366	\$183,830	\$7,705,518	\$623,826	\$55,670	\$587,147
Total for United States.....	2,239	\$477,184,390	\$131,079,251	\$1,066,707,248	\$12,684,610	\$1,208,932,655	\$103,944,000	\$7,750,262	\$75,084,518

COMPARATIVE STATEMENTS OF THE NATIONAL BANKS FOR TEN YEARS.

	Sep.12, 1873.	Oct. 2, 1874.	Oct. 1, 1875.	Oct. 2, 1876.	Oct. 1, 1877.	Oct. 1, 1878.	Oct. 2, 1879.	Oct. 1, 1880.	Oct. 1, 1881.	Dec.31, 1881.	Mar.11 1882.	May19, 1882.	July 1, 1882.
TOTALS FOR UNITED STATES.	1,976 banks.	2,004 banks.	2,087 banks.	2,089 banks.	2,080 banks.	2,053 banks.	2,048 banks.	2,090 banks.	2,132 banks.	2,164 banks.	2,187 banks.	2,223 banks.	2,239 banks.
Resources.	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns
Loans	944.2	954.4	984.7	931.3	891.9	834.0	878.5	1,011.9	1,173.8	1,169.2	1,182.7	1,189.0	1,208.9
Bonds for circulation	388.3	383.3	370.3	337.2	336.8	347.6	357.2	357.8	363.3	368.7	367.3	360.1	355.8
Other United States bonds	23.6	28.0	28.1	47.8	45.0	95.7	71.2	43.6	56.5	47.6	44.6	45.6	43.1
Stocks, bonds, &c	23.7	27.8	33.5	34.4	34.5	36.9	39.7	48.9	61.9	62.7	64.4	65.3	66.7
Due from banks	149.5	134.8	144.7	146.9	129.9	138.9	167.3	213.5	230.8	218.8	201.7	208.0	210.2
Real estate	34.7	38.1	42.4	43.1	45.2	46.7	47.8	48.0	47.3	47.4	47.1	46.9	46.4
Gold	19.9	21.2	8.1	21.4	19.0	25.3	39.2	102.8	107.2	105.7	102.1	104.0	104.0
Silver														5.4	5.0	6.5	7.1	8.0	7.9	8.4	7.9
Legal tender notes	92.4	80.0	76.5	84.2	66.9	64.4	69.2	56.6	53.2	60.1	56.6	66.0	64.0
National bank notes	16.1	18.5	18.5	15.9	15.6	16.9	16.7	18.2	17.7	24.2	19.4	25.2	21.8
Clearing House exchanges	100.3	109.7	87.9	100.0	74.5	82.4	113.0	121.7	189.2	217.2	162.1	107.2	159.1
United States certificates of deposit	20.6	42.8	48.8	29.2	33.4	32.7	26.8	7.7	6.7	7.9	9.4	10.4	11.0
Due from United States Treasurer		20.3	19.6	16.7	16.0	16.5	17.0	17.1	17.5	18.1	17.7	17.1	16.6
Other resources	17.3	18.3	19.1	19.1	28.7	24.9	22.1	23.0	26.2	26.3	26.0	24.5	28.7
Totals	1,830.6	1,877.2	1,882.2	1,827.2	1,741.1	1,767.3	1,568.8	2,105.8	2,358.4	2,381.9	2,309.0	2,277.7	2,344.3
Liabilities.	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns	Mill'ns
Capital stock	491.0	493.8	504.8	499.8	479.5	466.2	454.1	457.6	463.8	466.2	469.4	473.8	477.2
Surplus fund	120.3	129.0	134.4	132.2	122.8	116.9	114.8	120.5	128.1	129.9	130.9	129.2	131.1
Undivided profits	54.5	51.5	53.0	46.4	44.5	44.9	41.3	46.1	50.4	51.2	60.5	62.3	65.1
Circulation	340.3	334.2	319.1	292.2	291.9	301.9	313.8	317.3	320.2	325.5	323.9	315.8	309.2
Due to depositors	610.0	683.8	679.4	666.2	630.4	668.4	736.9	887.9	1,083.1	1,114.7	1,018.8	1,014.9	1,078.9
Due to banks	173.0	175.8	179.7	179.8	161.6	163.1	201.2	267.9	294.9	276.6	265.8	271.0	278.9
Other liabilities	11.5	9.1	11.8	10.6	10.4	7.9	6.7	8.5	11.9	15.0	9.7	10.7	16.4
Totals	1,830.6	1,877.2	1,882.2	1,827.2	1,741.1	1,767.3	1,568.8	2,105.8	2,358.4	2,381.9	2,309.0	2,277.7	2,344.3

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

GENERAL INVESTMENT NEWS.

Boston Hoosac Tunnel & Western.—At Saratoga, August 16, the annual meeting of this railway company was held. Nearly all of the stock of the company was represented. The following directors were elected unanimously: Robert Minturn, Lewis May, Augustus Kountze, Cyrus J. Lawrence, George J. Forrest and W. H. Hollister of New York; Ginery Twitchell of Brookline, Mass.; F. L. Ames of North Easton, Mass.; Elisha Atkins of Boston; David B. Hatch of Brooklyn, Conn.; Josiah Case of Vernon, N. Y.; Estes Howe of Cambridge, Mass., and W. V. Reynolds of Schaghticoke, N. Y. A resolution of respect for General W. L. Burt, the late president, was passed.

Canadian Pacific.—An Ottawa dispatch says: "It is announced that \$8,500,000 of the \$10,000,000 of the Pacific Railway bonds have been taken up. The Duke of Manchester Company took \$5,000,000; \$360,000 were taken up in Toronto, and the remaining \$3,000,000 disposed of in other parts of Canada."

Chicago & Atlantic.—The Chicago & Atlantic Railroad has its track almost entirely laid, and a connection between Hammond and Crown Point has been effected. The rails are heavy (sixty pounds to the yard) steel rails, and cost about \$58 a ton on the spot. Mr. J. Condit Smith stated that he was well satisfied with the progress of the work on his road thus far. He expects to have it in full running order by the 1st of December. The road is the western extension of the New York Lake Erie & Western Railway, and runs from Marion, O., to Chicago, a distance of about 250 miles. This is all in single track. There are also fifty miles of sidings.

Chicago Milwaukee & St. Paul.—Regarding the recent reported land sales the N. Y. *Tribune* had the following dispatch from Milwaukee, Aug. 15: "Negotiations were completed here to-day for the sale by the Chicago Milwaukee and St. Paul Railway Company of 40,000 acres more of the company's land in Minnesota. These lands are bought by Julien Schutt, of Davenport, Iowa, who acts as agent for James Thompson, President of the first National Bank of that city. The tract comprises the whole of the company's grant in Rock County, and is located directly south of the Pipestone County grant, concerning the sale of which so many reports have been published of late. It is announced by authority to-day that the negotiations are now completed for the sale of these Pipestone lands, a tract of 100,000 acres, to agents representing an English syndicate of buyers. All sorts of rumors and reports concerning these lands have found circulation, but this is the first authentic statement on the subject. The papers have been drawn up and the buyers are given until September 3 to make payment. No doubt is felt as to the purpose and ability of the syndicate to furnish the money. The Pipestone lands will be settled by a colony from England. The lands purchased by the Davenport party will be thrown upon the market at once. All the lands are rolling prairie and among the most fertile in the world." * * *

"It is stated on good authority that the price to be paid by the English syndicate is \$4 50 an acre, and that by the Davenport parties a trifle under \$5."

—And the following dated Milwaukee, Aug. 16: "A. Boysen, Danish Consul-General at this port, to-day completed negotiations for the purchase of 55,000 acres more of the land of the Chicago Milwaukee & St. Paul Railroad Company in Minnesota. The price is not made public, but it is understood to be a slight increase over the price of land for the sale of which negotiations were completed yesterday. Mr. Boysen's plan is to found a colony of Danish settlers who will come to this country at once. This sale virtually closes out the lands of the company in Minnesota."

Cincinnati Hamilton & Dayton.—At Cincinnati, August 16, a special meeting of the stockholders of the Cincinnati Hamilton & Dayton Railroad was held, and the proposition to issue \$1,000,000 of preferred stock in shares of \$100 each was adopted. Of the 35,000 shares, the present capital, 20,623 were in favor of and 133 against the proposition, making 20,756 votes. The directors will hold a meeting on Tuesday to adopt one of the four proposed methods of selling this stock, namely: First, to allow the holders of common stock to take the entire increase; second, to invite bids for the entire lot; third, to invite bids for part or all of the increased issue; fourth, to place stock on the market for what it will bring.

Denver & Rio Grande.—A press dispatch from Denver, Col., August 13, said: "The Utah extension of the Denver & Rio Grande Railway has been completed to Cimarron, 330 miles from Denver and 407 miles from Salt Lake City. As the company has now in operation about 108 miles of road, extending eastward from Salt Lake City, less than 300 miles remain to be built to complete the connection in this link. The grading

is nearly finished and the preparations made for rapid track-laying indicate that this new through line will be opened by December 31."

European & North American.—The press dispatches from Bangor, Me., August 16, said: "At a meeting of the Maine Central Railroad directors at Portland yesterday, a proposition to lease the European & North American Railway was accepted, with slight modification. At a meeting of the European & North American directors here to-day a committee was appointed to confer with the committee chosen yesterday from the Maine Central directors. A joint committee will draft a lease to be presented to the directors of both roads, and, if satisfactory, it will be ratified at the stockholders' meeting to be called at an early day."

Flint & Pere Marquette.—The gross earnings of the Flint & Pere Marquette Railroad for six months were as follows:

	1881.	1882.
January.....	\$131,523	\$168,004
February.....	119,721	153,902
March.....	158,214	195,813
April.....	171,445	188,569
May.....	162,539	175,112
June.....	160,098	160,240

Operating expenses.....	\$903,547	\$1,051,642
	642,805	666,675

	\$260,742	\$384,967
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Operating expenses, per cent.....	71.14	60.39
Miles operated.....	317.71	345.16

After payment of expenses there remained \$250,602 for six months, equal to 3.85 per cent on preferred stock. The pay-rolls of the company for the six months of 1882 ending June 30, including construction of cars and buildings, were \$433,777. The gross earnings for July were \$147,461, against \$137,639 in 1881, a gain of \$9,822. There was expended for construction account in the first six months of this year the sum of \$123,080. The increase in passenger traffic for the first six months of 1882 was \$66,603, and for the month of July, 1882, \$11,276. — *Boston Advertiser*.

Galveston Houston & Henderson.—The minority bondholders of the Galveston Houston & Henderson Railroad will receive new first mortgage 5 per cent bonds in return for their old 7 per cent bonds. The minority stockholders were not permitted to take any share in the reorganization, and the attempt is made to wipe them out. They yet have the opportunity to oppose the confirmation of the sale, and to endeavor to get some representation of their property in the new organization.

Indianapolis & St. Louis.—The Indianapolis *Journal* remarks upon the recent management of this company as follows: "As the large floating indebtedness which hangs over the Indianapolis & St. Louis road has led to some unfavorable comment as regards the management during the fourteen months prior to the road passing into the hands of a receiver, a summary of what has been done to the property in the way of improvements, since J. H. Devereux was elected President and C. C. Gale Superintendent, will not be amiss. First—It should be borne in mind that when they took the management, the roadbed and equipments were in bad condition, and a large per cent of the employees had become reckless and indifferent. More especially was this true as regards trainmen, 60 per cent of whom have since been discharged. The fact that within six months after the new management took hold there were thirty-three wrecks on the road is evidence that the above is no exaggeration. Under all these disadvantages, improvements to the property were undertaken, and during the fourteen months, the official report shows that 52½ miles of steel rails were laid, 228,809 new cross ties put in, 8¼ miles of new side-tracks laid, and 49½ miles ballasted with gravel and broken stone. Nine new bridges have been built, seven lengthy structures, among them the bridges over the White River and the Wabash River. Over half a mile of trestle has been filled with dirt. Two new engines, built at the Mattoon shops, have been added to the equipment. Thirty-six of the Indianapolis & St. Louis engines have been rebuilt, and most of them are as good as new. Some 300 cars of all descriptions have been added to the freight equipment; also, three new coaches, four new baggage and express cars, and one chair car. While these improvements have been in progress, freight rates, from which this road derives a large per cent of its earnings, have been low and demoralized, and the passenger business as well much of the time, and upon taking a second thought the wonder is that the indebtedness of the road is not hundreds of thousands of dollars more than it is. Had the business of the road for half the time the present management have had hold of it been as heavy as for thirty days past, and rates as high, a much more favorable exhibit could have been made."

Long Island Railroad.—The improvements made and the general activity shown under the administration of Mr. Corbin are well noticed in a recent article of the N. Y. *Sun*, from which the following is condensed: "The Long Island R.R. Company has developed new life under the management of Mr. Austin Corbin and his associates, who have expressed the determination to make it a first-class road in every respect, especially as to equipment and good time. When they took it out of the hands of Receiver Sharpe, they found it in a very dilapidated condition. The stock was down to 24, and the cars, locomotives and road were out of repair. There were 37,000 annual passes out. There was \$35,000 in receiver's certificates to be got out of the way. The new management lopped off the dead-ends, raised the fare between points where it was thought to be too low, took off superfluous trains, put on additional trains

where they were needed, and set to work to thoroughly overhaul the plant in every direction.

"Already they have laid 200 miles of steel rails, 116 miles of which were put down between March 15 and July 15 last. They have laid a double-track from Jamaica to Hinsdale, a double-track from Jamaica to Woodhaven, and a double track to Pearlsalls, on the Montauk division, all of steel rails. They have taken out many of the old stub switches and put in the newest patterns of interlocking switches and signals, with all the modern improvements. They have rebuilt 45 bridges. They have repaired and rebuilt 130 passenger coaches, purchased 24 new passenger coaches of the Eastlake pattern, modeled after those of the Pennsylvania Railroad. They have 16 new parlor coaches of the Woodruff pattern. They have bought 72 new Rogers locomotives, burning hard coal, and intend to use none but hard-coal engines on the road. The new engines are very powerful, and each of them is expected to draw a train of 14 to 16 cars 40 to 50 miles an hour. There are 100 new gondola freight cars and 100 new box freight cars. They now have 154 passenger cars, 620 freight cars, and 80 engines. The car shops at Long Island City employ from 200 to 400 men. It is proposed to remove these shops to some place where more land can be obtained on which to build larger works.

The company has repaired 154 stations and built new stations at Babylon, Bay Shore, Islip, Quogue, Moriches, Bellport, Forge, Far Rockaway and Amityville. It is in contemplation to build a handsome new station at Jamaica if the land can be procured at a reasonable price. The plans for connecting with the Brooklyn Bridge are not yet completed, but the management have in contemplation a system that will enable New Yorkers to take the cars on the New York side and be carried to any point on Long Island without change of cars. The company carried 7,000,000 passengers last year, and earned \$2,000,000. They expect to carry 8,500,000 passengers this year and earn \$2,400,000. The capital stock is \$10,000,000, of which the controlling interest is owned by Mr. Austin Corbin and his associates. Although when they took the road the stock [then only \$3,500,000] was down to 22; it has since been up to 60, and is now at about 58.

The Long Island Railroad is 354 miles long, computing all the branches, of which there are so many that it is one of the most difficult roads in the world to run. The longest run is 100 miles to Sag Harbor. The other branches are the Central, to Hinsdale and Belmont Junction; the old road, to Greenport; the branch from Port Jefferson to Hicksville, the Locust Valley branch, the Hempstead branch, the Montauk branch, the Rockaway and the Long Beach branch. The tracks are used in part by the Woodhaven RR., the Manhattan Beach RR., and the Brighton Beach RR., and there are branches to Flatbush Avenue, Brooklyn, and a branch from Fresh Pond to Bushwick. The company has carried 160,000 passengers in a single day—the Saturday before the last Fourth of July. * * * Besides his large investment of money at Manhattan Beach, Mr. Corbin has associated with him a number of English capitalists, who propose to erect large summer hotels at various points on the island. The first of these, the Argyle, at Babylon, is said to be a fair sample of what will be done. Land has been purchased at the Shinnecock hills and a beach secured, and three large seaside family hotels are to be erected there. All these enterprises draw custom to the railroad.

The Long Island Railroad runs daily more trains than are received at the Grand Central Depot. One hundred and fifty-eight trains a day go in and out of the Long Island City depot. At the Flatbush Avenue depot, including the rapid transit business, there are 274 trains a day, and at Bushwick 22 trains a day each way. This aggregates nearly double the number of trains at the Grand Central Depot. Two-thirds of the passengers come in by Long Island City, because they can take the short ferry to Thirty-fourth Street, where the boats connect with the Elevated Railroad every ten minutes. Here also passengers can take the ferry to James slip and the ferry to Pine street. Eight trains connect with the early morning boat to Pine Street.

The management say that Long Island is yet in its infancy, and they propose to furnish sufficient railroad facilities to develop it. They are running one or two trains faster than ever. They go to Babylon, 40 miles, in an hour, making one stop. They run 100 miles and make seven stops in three hours. They send 10 trains a day to Long Beach and back. The heaviest trains go to Sag Harbor, with 14 or 15 cars. The Patchogue express generally has from 12 to 14 cars, carrying from 600 to 700 passengers.

The Manhattan Beach Railroad is run separately by Mr. D. C. Corbin. The present officers of the Long Island are Austin Corbin, President; J. R. Maxwell, Vice-President; A. D. Barton, General Manager; C. M. Head, Traffic Manager; C. A. Thompson, Master Mechanic; G. W. Offutt, General Roadmaster; W. E. Burroughs, Trainmaster, and C. E. Topping, Superintendent of the Telegraph.

Louisville Evansville & St. Louis.—A St. Louis exchange says that when the syndicate of Boston capitalists took hold of the Louisville New Albany & St. Louis and reorganized the company as the Louisville Evansville & St. Louis, it became clear that that road would be completed at once. In pursuance of the intention to push matters, a new executive force of officers were appointed, and to-day the line is open between St. Louis and Louisville, and trains running, the track of the Louisville & Nashville between Mount Vernon and St. Louis, 77 miles, being used. The road is first-class in every respect, has steel rails, strong bridges, and is one which can compete for business with success. The stockholders in the company, who have thus successfully completed their undertaking, do

not expect to operate the property as an independent line, but intend to sell out whenever they can do so to advantage. It is uncertain who the purchaser will be, but it is understood that the Chesapeake & Ohio, the Pennsylvania Company and the Louisville & Nashville all would like to buy it if they could get the property at the right price. The road is a valuable one, forming as it does the shortest line between St. Louis and Louisville, and to each of the companies named would prove an important accession. But the Chesapeake & Ohio stands most in need of it, for it would extend that system from Louisville to St. Louis, so that through trains could be run by way of Louisville from the Mississippi River at this point to the sea at Newport News. We shall await future developments with considerable interest, for the sale will probably be consummated before many months.

The securities of the Louisville Evansville & St. Louis road consists of \$3,900,000 first mortgage seven per cent bonds; \$1,000,000 second mortgage seven per cent bonds, all of which are issued; \$3,000,000 income bonds, of which about \$2,500,000 are issued, and \$6,000,000 of stock, of which \$4,500,000 are issued. These securities will probably be listed at the Stock Exchanges in New York and Boston next month.—*Boston Advertiser*.

Marietta & Cincinnati.—All of the bonds, amounting to \$13,000,000, have been deposited in the Trust Company under the plan of reorganization except \$138,000 firsts, \$25,000 seconds and \$77,000 thirds. Next week, it is said, an application is to be made to the Ross County Common Pleas Court at Chillicothe, O., for a sale of the road. A portion of the money with which this road was built was advanced by the city of Cincinnati, and the *Gazette* reports that the city officials propose, when the case comes up for hearing, to file a cross petition, making a claim for that lien on the road for \$450,000 loaned the company, under an act of the Legislature passed on March 20, 1850, the loan being made on June 1, 1854.

Memphis & Charleston.—It is stated that the Memphis & Charleston stockholders have determined to buy back the lease of their road from the East Tennessee & Virginia Company at the price asked by Gen. Thomas—namely, \$400,000. Col. Colyer of Nashville, with Mr. Duncan of Nashville, who is engineering the matter, claims that a majority of the stockholders have been secured, and that the purchase will be concluded at Huntsville on the 22d inst.

Nashville Chattanooga & St. Louis.—The following is a statement of receipts and expenses for the month of July, which is the first month of the new fiscal year:

Receipts—	1882.	1881.	Increase.	Decrease.
Passage.....	\$43,738	\$47,183	\$	\$3,445
Freight.....	105,492	97,696	7,796	
Mails.....	3,623	3,623		
Rents and privileges...	8,136	1,927	6,209	
Total.....	\$160,990	\$150,430	\$10,559	
Operating expenses....	93,706	99,804		6,097
Surplus over oper. ex. \$67,284		\$50,626	\$16,657	\$
Interest and taxes....	46,287	40,559	5,727	

New York & New England.—The books for the subscription to the stock of the New York & New England Railroad Company, recently held by the State of Massachusetts, were closed Tuesday night, and the entire amount of stock within 1,500 shares was taken by the stockholders of record. The *Boston Advertiser* says: "The Treasurer of the company will mail, under date of August 16, to subscribers for the 34,750 shares of stock lately purchased from the State, a circular letter informing them of the individual allotment of shares, and giving notice that 20 per cent of the amount of subscription will be due and payable August 26. The option of paying the whole is offered, and stock certificates will issue upon full payment. Many small subscribers have signified a purpose to pay the entire subscription, \$50 per share, at once. Where only 20 per cent is paid, the balance will be due in four equal instalments, at intervals of not less than one month each. It is probable that the calls will be issued monthly. Precisely how many of the 34,750 shares have been taken had not been determined this morning, but it was estimated that not more than 1,500 shares would remain to be disposed of by the directors. The company will realize from the sale of this stock \$1,737,500, of which about \$1,000,000 will be applied to the cancellation of a burdensome floating debt. The rest will be used to meet unpaid contracts and obligations not fully provided for by the first mortgage bonds. A surplus will remain after liquidating these debts which will be turned into the general treasury. The company will thus be placed in a much better financial condition than has been its fortune for some years."

New York Ontario & Western.—The right given to stockholders by the New York Ontario & Western Railway to subscribe for \$10,000,000 of the first mortgage bonds of the New York West Shore & Buffalo Railroad held by it was generally availed of. The price was 50 per cent of the par value, and places \$5,000,000 in the treasury of the company. Responses were received from all except a few small shareholders, and almost the entire amount was taken. The terms were 25 per cent of the amount down and the remainder in monthly instalments of 10 per cent, the last payment to be made not later than May, 1883.

N. Y. & Sea Beach.—The New York & Sea Beach Railroad Company, whose line, connecting with this city by boat, runs from the foot of Sixty-fourth Street, Bay Ridge, L. I., to Coney Island, at the Sea Beach Palace, has been in serious financial difficulty for some time, as the earnings are not enough to pay the running expenses and the interest on the cost. The line has been run for three years, and for nearly half way from

Bay Ridge to the Island runs parallel with the Manhattan Beach road. The first mortgage upon the property of the company was \$218,549 75, and a second mortgage for \$215,899 61 was afterward made. The trustees for the mortgagees are James W. Smith and George S. Bowdoin. Finding themselves unable to collect the interest, they brought a suit in the Special Term of the Supreme Court in Brooklyn to foreclose the mortgages. The suit was successful, and on Monday Judge Barnard signed the findings in the foreclosure proceedings, making Joseph Bartlett trustee of the property to sell it. The date of the sale was not fixed.—*N. Y. Tribune.*

Ohio & Michigan.—A special dispatch to the *Chicago Tribune* from Cleveland, O., Aug. 10, said: "The Ohio & Michigan syndicate, which is largely composed of members of the Seney syndicate, has started and already got well under way an important project in Michigan. It is proposed to construct a new and fairly direct line from Toledo to Grand Haven, Mich., passing through the towns of Tecumseh, Marshall, Battle Creek and Allegan. The new line will be about 180 miles in length, and traverses what has already proved to be a rich country for railroads. The plans of the project are already well matured. Negotiations are favorably pending between the Ohio & Michigan Company, as the projectors of this new enterprise will be called, and the Chicago & West Michigan Railroad Company, owning about 400 miles of road between New Buffalo and Pentwater, along the eastern shore of Lake Michigan, for a connection at Allegan and a general interchange of business at that point. This arrangement will make the Ohio & Michigan line the outlet for the large lumber traffic of the Chicago & West Michigan Road, which traffic will of course continue on its way East over the Nickle-Plate and Ohio Central lines. Arrangements have already been perfected by which the Ohio & Michigan Road will cross the Maumee River over the Wheeling & Lake Erie bridge at Toledo. Of course, the terminal facilities and dock front of the Ohio Central will be used by the new line at that point. Contracts for the construction of the new road have already been awarded, and work on the line is to begin immediately. Like nearly all other projects originated by the Seney syndicate, this new one dashes right into and through Vanderbilt territory. From Toledo to Jackson, Mich., it nearly parallels different branches of the Lake Shore & Michigan Southern, and twice crosses other branches of that road on its way to Grand Haven."

Ohio & Mississippi.—The following is the report of the Receiver of the O. & M. Railway for July.

RECEIPTS.		1881.	1882.
Cash on hand July 1.....		\$182,385	\$243,454
Cash from station agents.....		332,935	376,385
Cash from conductors.....		5,718	9,571
Cash from individuals, etc.....		28,787	68,133
Cash from Adams and American express.....		777	1,291
From General P. O. Department.....		21,645	25,031
Total.....		\$572,250	\$723,869
DISBURSEMENTS.			
Vouchers subsequent to November 17, 1876.....		\$409,816	322,827
Remitted to pay coupons.....			231,346
Pay-rolls.....		132,302	133,322
Arrearages.....		984	844
Cash on hand August 1.....		29,147	35,327
Total.....		\$572,250	\$723,869

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Baltimore & Delta.—Extended from Towson town, Md., to Lock Raven, 5 miles. Gauge, 3 ft.
 Burlington & Northwestern.—The Coppack Branch is extended from Coppack, Ia., west to Fairplay, 1 mile. Gauge, 3 ft.
 Central Pacific.—This company's northern road is extended from Willows, Cal., northward to Orland, 16 miles.
 Central of New Jersey.—The High Bridge Branch is extended from Port Oran, N. J., northwest to Lake Hopatcong, 5 miles.
 Chicago St. Paul Minneapolis & Omaha.—The Superior Branch is completed to a point 110 miles north of Chippewa Falls, Wis., an extension of 90 miles.
 Columbus Hocking Valley & Toledo.—The Snow Fork Branch is extended from Oriskany, O., to Murray, 2 miles.
 Denver & Rio Grande.—Track on the Utah Extension is laid to Cimarron, Col., an extension of 5 miles. Gauge, 3 ft.
 Eastern Junction Broad Sound Pier & Point Shirley.—Completed from Point of Pines, Mass., southeast to Ocean Spray, 2½ miles.
 Galveston Harrisburg & San Antonio.—The El Paso Division is extended from Eagle Pass Junction, Tex., west 40 miles; also from Losier, Texas, east by south 19 miles.
 Humeston & Shenandoah.—Track laid from Humeston, Ia., west to Grand River, 30 miles, and from Shenandoah, Ia., east to Clarinda, 21 miles.
 New York Susquehanna & Western.—Track laid from Two Bridges, N. J., westward 11 miles.
 Northern Pacific.—Extended from Cabinet Landing, Idaho, eastward to Noxon, 17 miles.
 Oregon Railway & Navigation Co.—Track laid from East Portland, Or., east to Sandy River, 17 miles.
 Pensacola & Atlantic.—Track laid from Marianna, Fla., west to Yellow River, 23 miles. Gauge, 3 ft.
 This is a total of 309½ miles of new railroad, making 5,782 miles thus far this year, against 3,180 miles reported at the corresponding time in 1881, 2,701 miles in 1880, 1,346 miles in 1879, 1,005 miles in 1878, 943 miles in 1877, 1,231 miles in 1876, 607 miles in 1875, 916 miles in 1874, 2,028 miles in 1873 and 3,455 miles in 1872.—*Railroad Gazette.*

St. Joseph & Western.—A press dispatch from Atchison, Kan., Aug. 15, said: "It is reported here that the Missouri Pacific Company has made arrangements to lease the St. Joseph & Western from the Union Pacific. This will give the Missouri Pacific a junction with the Union Pacific at Grand Island."

Tehuantepec.—A press dispatch from the City of Mexico, Aug. 17, reports: "An official decree declaring the forfeiture of the Tehuantepec Railroad concession was published to day. It orders the \$100,000 placed by the company on deposit as a guarantee to be transferred to the Mexican Treasury, and holds the company liable to a suit for damages."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 18, 1882.

Good progress continues to be made in opening up trade for the coming Autumn. The only drawback is the yellow fever on the coast of the Gulf of Mexico. There are some apprehensions that it may become epidemic and there is accordingly a disposition to limit the credits of buyers in that direction. The Middle and New England States are suffering from drought. The labor troubles are fast approaching solution, the "strikers" being generally defeated or contented with but a small portion of their demands.

Provisions have had a fair speculation, particularly in lard. The variations in prices have not been great, but generally in the interest of the "bear" clique. Mess pork sold to-day on the spot at \$22; August options were quoted \$21 40@21 50; September, \$21 50@21 65; October, \$21 65@21 75. Bacon is held at 13½c. for long clear. Beef was advanced to \$35 for extra city India mess. Lard sold on the spot at 12 60c.; refined for the Continent quoted at 12 85c.; September options realized 12 57½@12 60c.; October, 12 72½@12 75c.; November, 12 70c.; December, 12 55c.; seller year, 12 50@12 52½c.; January, 12 55@12 57½c.; February, 12 55@12 60c.; March, 12 62½c., closing about steady. Butter was firm for the fine grades. Cheese declined a trifle to 11¼c. for choice State factory. Tallow easier at 8¼@8½c. for prime. Stearine quoted 12¼c. for western and 13@13½c. for city.

Rio coffee has been dull and nominal, latterly, at the quotations of last week; mild has sold fairly, but not at very firm prices in all cases, as the supply, notably of Maracaibo, is rather burdensome. Rice has been quiet but steady. Spices have been in fair demand as a rule, and pepper has sold at some advance, Singapore latterly ruling at 17¼@17½c., or 12c. in bond. Tea has shown no marked change, but the tendency has been towards easier prices. Molasses has been very dull, and almost entirely nominal. Foreign fruits have shown no really new features; dried are slow and rather weak, while green are in fair demand, and, when sold, are steady. Lemons are being exported to England. Raw sugar sold freely in the fore part of the week, but latterly has been less active, and has lost some of the firmness at one time noticeable, though no marked change in prices has taken place; the depression in refined, however, has naturally had an unfavorable effect on raw. Fair to go refining closed firmer at 7 3-16@7 5-16c. The sales of the week will easily reach 10,000 hhds. it appears, from reports of business only made public to-day.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Aug. 1.....	20,949	....	49,336	146
Sales since Aug. 1.....	17,020	....	25,021	141
Stock Aug. 16, 1882.....	86,677	5,455	531,118	268
Stock Aug. 17, 1881.....	110,771	7,866	1,053,161	178

Refined has been quiet and depressed latterly, though prices were firm early in the week; crushed closed at 9½c., powdered at 9½@9½c., granulated at 9¼c., and standard "A" at 8½c., closing firmer.

Kentucky tobacco has met with rather more demand, and sales for the week are 420 hhds., of which 320 for export and 100 for home consumption. Prices are unchanged. Lugs, 6@7½c.; leaf, 7¼@12c. Seed leaf also has been more active, and sales for the week reach the large aggregate of 2,400 cases, as follows: 1,000 cases 1881 crop Wisconsin Havana seed, assorted, 17@20c.; 500 cases 1880 crop State flats, private terms; 300 cases 1881 crop New England seconds, 10@13c.; 100 cases 1880 crop New England wrappers, 14@30c.; 300 cases 1880 crop Pennsylvania fillers, 6@7c., and wrappers, 16@22½c.; 100 cases 1881 crop Ohio, private terms; 100 cases 1880 crop Ohio, 9@13½c.; also 600 bales Havana, 88c.@1 25.

Naval stores have latterly been less active, and prices have shown irregularity; common to good strained rosin quoted \$1 80@1 90; spirits turpentine dropped to 45½c. owing to larger offerings. Refined petroleum for export was steady and in fair demand at 6½c.; crude certificates easier at 59½@59¾c., closing 59@59¾c.; September options, 59½c.; October, 61¾c.; November, 63¾c.; December 65¾c. Ingot copper fairly active at 18½@18¾c. for Lake. Prime lard oil quoted \$1 02½. Hops firm at 50@52c. for choice State, 1881.

Ocean freights have latterly been quieter and rates have declined somewhat. To-day grain to Liverpool, by steam, was taken at 4½d.; flour, 15s.; bacon, 20s.; cheese, 25@30s.; cotton, ½@5-32d.; grain to London, by steam, quoted 7½@8d.; do. to Glasgow, by steam, 4½d.; do. to Antwerp, 7½@8d.; do. to Cork, for orders, 6s. 6d. per qr.; crude petroleum to Havre, 4s. 3d.; do. to Marseilles from Philadelphia, 4s.; refined do. hence to Antwerp, 3s. 9d.; do. to Rotterdam, Amsterdam or Hamburg, 4s.

COTTON.

FRIDAY, P. M., August 18, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Aug. 18), the total receipts have reached 6,356 bales, against 4,811 bales last week, 4,815 bales the previous week and 6,126 bales three weeks since; making the total receipts since the 1st of September, 1881, 4,672,191 bales, against 5,809,123 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 1,136,932 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	64	216	75	311	296	96	1,058
Indianola, &c.....						320	320
New Orleans.....	26	120	314	97	34	116	707
Mobile.....		15	3	33	2	12	65
Florida.....							
Savannah.....	244	75	66	39	120	340	884
Brunsw'k, &c.....							
Charleston.....	35	12	22	41	11	62	183
Pt. Royal, &c.....						9	9
Wilmington.....	73		3	4		3	83
Morehead C., &c.....						301	301
Norfolk.....	229	27	300	28	50	168	802
City Point, &c.....						166	166
New York.....	77	99	756			40	972
Boston.....	61	35	84	6		64	230
Baltimore.....							
Philadelph'a, &c.....		5	348	133		70	556
Totals this week.....	809	604	1,971	692	513	1,767	6,356

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to August 18.	1881-82.		1880-81.		Stock.	
	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston.....	1,058	429,093	3,712	676,055	805	20,732
Indianola, &c.....	320	14,499	183	15,634		
New Orleans.....	707	1,186,608	5,220	1,585,534	17,788	62,791
Mobile.....	65	263,497	1,127	385,892	726	2,879
Florida.....		27,250		20,426		5,086
Savannah.....	884	730,051	3,763	874,871	2,045	4,529
Brunsw'k, &c.....		7,026		5,019		
Charleston.....	183	497,898	1,376	621,120	504	1,485
Pt. Royal, &c.....	9	24,525	102	50,142	9	49
Wilmington.....	83	136,524	54	118,479	330	473
Morehead C., &c.....	301	26,887	31	30,666		
Norfolk.....	802	615,879	936	717,444	628	3,044
City Point, &c.....	166	195,566	274	211,411		
New York.....	972	163,524	1,541	175,183	104,663	104,159
Boston.....	230	232,411	750	186,409	3,880	7,425
Baltimore.....		26,039	926	53,100	3,875	1,018
Philadelph'a, &c.....	536	94,911	532	81,738	6,877	4,196
Total.....	6,356	4,672,191	20,535	5,809,123	142,130	217,896

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galveston.....	1,378	3,895	1,649	3,489	2,111	402
New Orleans.....	707	5,220	789	330	499	766
Mobile.....	65	1,127	236	60	276	166
Savannah.....	884	3,763	726	97	1,181	200
Charl'st'n, &c.....	192	1,475	1,017	89	501	192
Wilm'g't'n, &c.....	334	87	77	29	206	593
Norfolk, &c.....	968	1,210	1,711	272	430	126
All others.....	1,778	3,758	2,170	489	495	199
Tot. this w'k.....	6,356	20,535	8,396	4,843	5,699	2,614

Since Sept. 1, 4,672,191 5,809,123 4,916,971 4,448,406 4,273,515 3,965,305

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 12,456 bales, of which 8,957 were to Great Britain, 909 to France and 2,590 to the rest of the Continent, while the stocks as made up this evening are now 142,130 bales. Below are the exports for the week and since September 1, 1881.

Exports from—	Week Ending Aug. 18.				From Sept. 1, 1881, to Aug. 18, 1882.			
	Great Brit'n.	France.	Continent.	Total.	Great Brit'n.	France.	Continent.	Total.
Galveston.....					182,147	15,145	61,798	269,090
New Orleans.....		504		594	673,490	278,877	224,081	1,176,448
Mobile.....					38,822	6,313	3,281	48,416
Florida.....					4,708			4,708
Savannah.....					138,600	17,231	188,795	335,626
Charleston.....					159,832	23,772	18,810	315,404
Wilmington.....					53,584	1,439	8,819	63,842
Norfolk.....					131,570	2,550	17,358	331,877
New York.....	6,841	315	2,550	9,706	458,925	38,616	119,673	617,214
Boston.....	1,710			1,710	157,131		4	157,135
Baltimore.....	400			400	92,617	961	59,063	152,671
Philadelph'a, &c.....	8,957			8,957	600	59,306		60,906
Total.....	8,957	909	2,590	12,456	2,849,379	553,683	812,082	4,215,144
Total 1880-81.....	28,729	21	852	29,602	2,849,379	553,683	812,082	4,215,144

* Includes exports from Port Royal, &c.

In addition to above exports, our telegrams to-night also give the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Aug. 18, At—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	
New Orleans.....	1,432	None.	None.	244	1,676
Mobile.....	None.	None.	None.	None.	None.
Charleston.....	None.	None.	None.	50	50
Savannah.....	None.	None.	None.	550	550
Galveston.....	None.	None.	None.	None.	None.
Norfolk.....	None.	None.	None.	None.	None.
New York.....	4,300	None.	350	None.	4,650
Other ports.....	750	None.	100	None.	850
Total.....	6,482	None.	450	844	7,776
Total 1881.....	17,198	3,309	2,155	4,969	27,631
Total 1880.....	3,791	339	300	735	5,165

The speculation in cotton for future delivery has continued comparatively slow during the past week. There is too much uncertainty felt regarding the probable course of affairs to admit of free operations. Prices are too high to encourage free buying, and supplies are too small, with a late crop, to make "selling short" at all prudent. On Saturday there was some depression, but on Monday and Tuesday and on Wednesday morning there were advances of some importance, owing to the rapid reduction of stocks and the small receipts. Wednesday afternoon, under sales to realize, and some speculative manipulation designed to encourage the making of a "short interest," prices declined, especially for the next crop. Thursday morning the opening was buoyant for the early months, on decidedly better accounts from Liverpool; but the demand was short-lived, and depression soon set in, which caused an important decline in the more distant deliveries. To-day the market was fairly active, without much change, except an advance for August. Cotton on the spot has been in fair demand for export and home consumption. Quotations were advanced 1-16c. on Tuesday. To-day there was a fair demand for home consumption at firm prices, middling uplands closing at 13 1-16c.

The total sales for forward delivery for the week are 253,400 bales. For immediate delivery the total sales foot up this week 3,526 bales, including 4,548 for export, 3,740 for consumption, 238 for speculation and — in transit. Of the above, 271 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Aug. 12 to Aug. 18.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. G'd.....	10 5/8	10 5/8	10 1/16	10 1/16	10 1/16	11	10 1/16	10 1/16	11
Strict Ord.....	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Good Ord.....	11 1/8	11 1/8	11 1/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8
Str. G'd Ord.....	12 1/8	12 1/8	12 1/8	12 3/8	12 3/8	12 1/16	12 3/8	12 3/8	12 1/16
Low Midd'g.....	12 1/16	12 1/16	12 1/16	13	13	13 1/16	13	13	13 1/16
Str. L.w Midd'g.....	12 3/8	12 3/8	12 3/8	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16
Middling.....	13	13	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16
Good Midd'g.....	13 1/8	13 1/8	13 1/8	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16
Str. G'd Midd'g.....	13 3/8	13 3/8	13 1/16	13 1/16	14	14	13 1/16	13 1/16	14
Midd'g Fair.....	14 1/8	14 1/8	14 1/8	14 1/8	14 1/8	14 1/8	14 1/8	14 1/8	14 1/8
Fair.....	14 3/8	14 3/8	14 1/16	15 1/16	15 1/16	15 1/16	15 1/16	15 1/16	15 1/16

STAINED.	Sat.			Wed.			Th.		
	Sat.	Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Mon.	Tues.
Good Ordinary.....	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Strict Good Ordinary.....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Low Middling.....	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Middling.....	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16

MARKET AND SALES

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.	
	Export.	Consump.	Spec. ult'n.	Transit.	Sales.	Deliveries.
Mon. Steady.....	661	222			886	36,200
Tues. Steady at 1/16 adv.....	343	637			980	23,300
Wed. Steady.....	1,094				1,094	36,700
Thurs. Steady.....	490	1,117	130		1,647	49,800
Fri. Firm.....	2,300	399	108		2,807	57,400
Total.....	841	271			1,112	45,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Newell, Prices and Rates of FUTURES.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
Market, Prices and Range and Total Sales.		August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Saturday, Aug. 12— Sales, total (range). Closing.....	Esder. 36,420 12.80 @ 12.83 Dull.	3,500 12.80 @ 12.83 12.81—	6,700 12.48 @ 12.51 12.49—	6,400 11.84 @ 11.87 11.84—11.85	2,300 11.63 @ 11.65 11.63—11.64	3,200 11.64 @ 11.67 11.63—11.65	4,800 11.72 @ 11.74 11.73—11.74	2,800 11.83 @ 11.85 11.84—11.85	1,700 11.97 @ 11.98 11.96—11.98	1,800 12.10 @ 12.11 12.10—12.11	600 12.32 @ 12.23 12.23—12.25	— — —	
Monday, Aug. 14— Sales, total (range). Closing.....	Firm. 25,300 12.83 @ 12.86 12.84—12.85	5,900 12.53 @ 12.57 12.54—12.85	5,000 11.88 @ 11.91 11.90—	1,600 11.68 @ 11.70 11.69—11.70	6,100 11.66 @ 11.71 11.70—11.71	1,800 11.78 @ 11.79 11.78—11.79	1,800 11.78 @ 11.79 11.78—11.79	— — —	100 12.00 @ 12.01 12.03—12.05	700 12.14 @ 12.15 12.16—12.18	300 12.26 @ 12.27 12.28—12.30	— — —	
Tuesday, Aug. 15— Sales, total (range). Closing.....	Firm. 36,700 12.87 @ 12.89 12.87—12.88	14,500 12.58 @ 12.61 12.60—12.61	11,100 11.91 @ 11.95 11.94—11.95	3,900 11.69 @ 11.73 11.71—11.72	3,300 11.71 @ 11.74 11.72—11.73	1,000 11.80 @ 11.82 11.81—11.82	1,000 11.80 @ 11.82 11.81—11.82	600 11.91 @ 11.92 11.91—11.93	500 12.05 @ 12.06 12.04—12.06	600 12.18 @ 12.19 12.17—12.18	200 12.30 @ 12.31 12.32—12.33	— — —	
Wednesday, Aug. 16— Sales, total (range). Closing.....	Variable. 14,400 11.64 @ 12.94 Lower.	7,300 12.85 @ 12.94 12.86—12.87	18,900 12.52 @ 12.57 12.56—12.57	10,100 11.92 @ 11.99 11.92—11.93	3,700 11.64 @ 11.66 11.65—11.66	3,000 11.48 @ 11.75 11.76—11.78	4,400 11.83 @ 11.88 11.88—11.89	200 12.03 @ 12.05 12.02—12.05	1,200 12.15 @ 12.16 12.15—12.16	1,200 12.36 @ 12.31 12.41 @ 12.42	300 12.41 @ 12.42 —	—	
Thursday, Aug. 17— Sales, total (range). Closing.....	Irregular. 5,700 11.63 @ 12.97 Steady.	9,100 12.88 @ 12.97 12.85—12.94	16,700 12.51 @ 11.86 11.86—11.90	10,400 11.88 @ 11.96 11.89—11.91	5,100 11.63 @ 11.71 11.65—11.67	6,300 11.71 @ 11.79 11.71—11.73	7,100 11.73 @ 11.84 11.84—11.85	600 — —	2,400 11.97 @ 12.03 11.97—11.99	500 12.08 @ 12.15 12.11—12.12	— — —	—	
Friday, Aug. 18— Sales, total (range). Closing.....	Irregular. 45,000 11.65 @ 12.97 Dull.	6,800 12.90 @ 12.97 12.93—12.94	10,900 12.53 @ 12.56 12.52—12.53	10,900 11.88 @ 11.91 11.89—11.90	3,900 11.65 @ 11.68 11.65—11.66	5,100 11.66 @ 11.70 11.67—11.67	4,900 11.73 @ 11.74 11.72—11.73	300 11.84 @ 11.88 11.88—11.84	1,000 11.98 @ 11.99 11.97—11.99	1,300 12.11 @ 12.14 12.12—12.13	400 12.33 @ 12.25 12.25—12.25	200 — —	
Total sales this week.	253,400	30,800	78,500	63,900	20,100	27,000	23,400	4,500	61,000	5,900	2,500	700	
Sales since Sept. 1, '91	32,640,800	3,830,400	1,616,000	999,100	324,000	291,000	145,900	38,700	91,000	54,100	8,500	2,400	

*Includes sales in September, 1881, for September, 314,000; September-October for October, 418,400; September-November for November, 311,290; September-December for December, 1,473,100; September-January for January, 4,252,500; September-February for February, 2,230,100; September-March for March, 4,111,000; September-April for April, 3,533,800; September-May for May, 3,295,800; September-June for June, 2,779,700; September-July for July, 1,970,700.
A includes for July, 1883, 200 at 12-49 and 200 at 12-51.
Transcribed by: August-12:50c; Monday-12:50c; Tuesday, 12:90c; Wednesday, 12:90c; Thursday, 12:90c; Friday, 12:95c.
Short Notices for August-Saturday, 12:80c; Monday, 12-84@12:85c.
"No Notice" for August-Saturday, 12:85c; Friday, 12:95c; Thursday, 200 July, 12:51c; 200 at 12:49c.

The following exchanges have been made during the week:

300 Oct. for Feb. even.	.01 pd. to exch. 100 Aug. regular
.24 pd. to exch. 100 Jan. for Mar.	for Aug. no notice.
200 Aug. s. n. for regular even.	.08 pd. to exch. 100 Dec. for Jan.
.46 pd. to exch. 300 Dec. for Apr.	.07 pd. to exch. 100 Dec. for Jan.
.23 pd. to exch. 100 Dec. for Oct.	

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Aug. 18), we add the item of exports from the United States, including in it the exports of Friday only.

	1882.	1881.	1880.	1879.
Stock at Liverpool.....bales.	634,000	750,000	657,000	477,000
Stock at London.....	69,500	43,200	50,600	52,070
Total Great Britain stock	723,500	793,200	707,600	488,070
Stock at Havre.....	124,000	203,000	69,400	106,900
Stock at Marseilles.....	1,100	3,500	8,100	5,210
Stock at Barcelona.....	23,000	33,000	58,000	22,450
Stock at Hamburg.....	2,600	4,300	4,500	2,300
Stock at Bremen.....	36,600	52,600	30,300	19,270
Stock at Amsterdam.....	14,300	35,100	15,600	28,300
Stock at Rotterdam.....	2,600	3,500	2,800	3,960
Stock at Antwerp.....	18,000	800	981	200
Stock at other cont'l ports.....	19,700	10,700	21,100	5,650
Total continental ports.....	225,600	349,000	211,591	181,635
Total European stocks.....	949,100	1,142,200	919,191	669,705
India cotton afloat for Europe.....	283,000	204,000	185,000	289,588
Amer'n cotton afloat for Europe.....	57,000	113,000	89,000	32,000
Egypt, Brazil, &c., afloat for Europe.....	10,000	26,000	19,000	5,100
Stock in U. S. States ports.....	14,000	217,500	312,700	917,200
Stock in U. S. interior ports.....	12,467	39,444	29,864	7,463
United States exports to-day.....	42,625	55,000	3,000	100

Total visible supply.....1,454,422 1,749,240 1,375,734 1,087,237

American—				
Liverpool stock.....	338,000	583,000	443,000	297,000
Continental stocks.....	85,000	227,000	109,000	133,000
American afloat for Europe.....	57,000	113,000	89,000	32,000
United States stock.....	142,130	217,896	130,679	65,272
United States interior stocks.....	12,467	39,744	29,861	7,463
United States exports to-day.....	725	5,400	3,000	100

Total American.....	635,322	1,186,040	804,543	\$54,835
East Indian, Brazil, &c.—				
Liverpool stock.....	316,000	167,000	214,000	130,000
London stock.....	69,500	43,200	50,600	59,070
Continental stocks.....	140,600	122,900	102,591	48,635
India adoot for Europe.....	283,000	204,000	185,000	289,858
Egypt, Brazil, &c. adoot.....	10,000	26,000	19,000	5,109

Total East India, &c	819,100	562,200	571,191	532,402
Total American.....	635,322	1,186,040	804,543	554,835
Total visible supply.....	1,454,422	1,748,240	1,375,734	1,087,237
Price Mid. Unl. Liverpool	73ad.	7d.	71ad.	69ad.

☛ The imports into Continental ports this week have been 36,000 bales.

The above figures indicate a *decrease* in the cotton in sight to-night of 293,818 bales as compared with the same date of 1881, an *increase* of 73,638 bales as compared with the corresponding date of 1880 and an *increase* of 367,185 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1880-81—is set out in detail in the following statement:

Movement to August 18, 1892.					Movement to August 19, 1891.				
Towns.	Receipts.		Shipments		Towns.	Receipts.		Shipments	
	Title week.	Since Sept. 1, '91.	Title week.	Since Aug. 18.		Title week.	Since Sept. 1, '90.	Title week.	Since Aug. 19.
Angusta, Ga....	107	165,231	405	1,574	145	208,811	2,061	2,668	2,668
Conasa, Ga....	124	102,607	946	757	444	110,670	4,092	6,535	6,535
Macon, Ga....	10	60,174	30	757	38	63,843	402	1,899	1,899
Montgomery, Ala....	4	96,340	135	135	124	98,248	334	1,408	1,408
Summ., Ala....	2	26,340	1	1	3	80,014	1,775	10,297	10,297
Wetumpka, Ala....	272	337,329	1,982	2,390	553	467,743	7,411	10,297	10,297
Neapolis, Tenn....	34	56,305	824	1,868	138	45,444	147	2,879	2,879
Dallas, Texas....	6	27,961	11	10	85	5	33,707	3	109
Jefferson, Tex....	12	11,576	15	15	5		147	109	109
Shreveport, La....	58	64,702	124	143	267	81,932	215	1,290	1,290
Vicksburg, Miss....	26	137,069	31	170	100	139,047	100	1,290	1,290
Chattanooga, Ala....	18	22,365	5	102	24	27,655	211	37	37
Euclid, Ala....	18	4,915	8	4	76	51,515	241	511	511
Griffin, Ga....	52	125,453	709	514	145	35,309	1,064	3,786	3,786
Russell, Ga....	17	38,918	3	138	183	156,617	1,812	11,937	11,937
Charlottesville, N. C....	101	38,705	128	150	900	59,123	1,312	8,638	8,638
St. Louis, Mo....	213	377,408	552	3,150	341	397,028	1,912	4,101	4,101
Chenama, O....	1,013	393,289	1,340	334	1,139	324,392	1,335		
Total, old towns.	2,094	2,245,752	6,752	12,467	5,261	2,568,080	9,155	39,744	39,744
Newberry, S. C....	1	15,612	31	31	46	20,719	40	103	103
Raleigh, N. C....	120	61,004	733	612	53	6,873	125	125	125
St. Paul, N. C....	10	26,383	4	461	50	2,180	107	1,078	1,078
Louisville, Ky....	30	30,471	194	822	11	30,480	26	1,078	1,078
Little Rock, Ark....	5	25,345	5	4	11	40,196	263	2,161	2,161
Brown, Tex....	444	25,508	100	467	1,305	38,295	1,187	1,187	1,187
Houston, Tex....	1,433	400,299	733	1,388	1,605	616,323	5,273	2,965	2,965
Total, new towns	2,005	584,632	1,905	4,068	7,516	976,384	6,797	5,627	5,627
Total, all	4,099	2,830,384	8,657	16,535	12,777	3,439,464	15,952	45,377	45,377

* These are only the *net* receipts at Louisville. The total *gross* receipts there since September 1, 1881, have been about 307,500 bales, against about 268,700 bales for same time last year.

The above totals show that the old interior stocks have *decreased* during the week 4,658 bales, and are to-night 27,377 bales *less* than at the same period last year. The receipts at the same towns have been 3,167 bales *less* than the same week last year, and since Sept. 1 the receipts at all the towns are 609,080 bales *less* than for the same time in 1880-81.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each

week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'ts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
June 2.....	23,974	32,642	15,350	149,127	130,470	93,585	9,854	21,639	5,517
" 9.....	18,550	20,492	15,624	123,704	104,850	88,394	2,217	2,342	5,433
" 16.....	19,570	33,218	13,358	103,959	93,917	72,408	15	15,785	2,672
" 23.....	23,511	23,478	13,899	87,839	91,230	59,530	7,435	17,759	1,011
" 30.....	17,057	20,962	9,288	81,179	78,617	50,417	10,403	8,049	155
July 7.....	14,070	19,163	9,586	77,036	72,391	42,843	9,927	12,937	2,012
" 14.....	10,691	18,199	8,142	70,749	74,003	35,454	4,404	19,811	753
" 21.....	13,148	19,302	9,150	59,682	65,756	31,622	2,081	11,115	5,318
" 28.....	10,859	16,151	6,126	52,505	58,277	28,276	3,682	8,972	2,780
Aug. 4.....	8,982	17,518	4,815	44,324	52,441	24,146	801	11,982	985
" 11.....	8,691	13,032	4,811	38,800	48,373	21,093	3,167	5,894	1,438
" 18.....	8,396	20,535	6,356	33,768	45,371	16,535	3,294	17,636	1,708

The above statement shows—1. That the total receipts from the plantations since Sept. 1, in 1881-82 were 5,643,301 bales; in 1880-81 were 5,815,656 bales; in 1879-80 were 4,935,641 bales.

2. That, although the receipts at the out-ports the past week were 6,356 bales, the actual movement from plantations was only 1,758 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 17,636 bales and for 1880 they were 3,264 bales.

AMOUNT OF COTTON IN SIGHT AUGUST 18.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to August 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1881-82.	1880-81.
Receipts at the ports to August 18.....bales.	4,672,191	5,809,123
Interior stocks in excess of Sept. 1 on Aug. 18.	28,890	6,533
Total receipts from plantations.....	4,643,301	5,815,656
Net overland to August 1.....	468,229	510,044
Southern consumption to August 1.....	234,000	200,000
Total in sight August 18.....	5,345,530	6,525,700

* Decrease from September 1.

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,180,170 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been more favorable during the past week in the greater portion of the South, and the crop has made satisfactory progress in development. Picking is making excellent headway in Texas.

Galveston, Texas.—It has rained on three days of the past week, mainly confined to the coast line. The rainfall reached one inch and fourteen hundredths. Crops are splendid, and picking is making good progress. New cotton received to date, 1,873 bales. The thermometer has ranged from 75 to 89, averaging 82.

Indianola, Texas.—It has rained on three days of the past week, the rain not extending into the interior. The rainfall reached one inch and seventy-seven hundredths. The crop is developing satisfactorily and picking is progressing. Average thermometer 79, highest 89 and lowest 71.

Dallas, Texas.—It has rained tremendously on one day of the past week, the rainfall reaching two inches and seven hundredths. We are having too much rain, but no serious damage has been done, and prospects are still excellent. The thermometer has averaged 79, ranging from 64 to 94.

Brenham, Texas.—We have had a shower on one day of the past week, the rainfall reaching forty hundredths of an inch. Picking is making excellent progress. The crop is developing very satisfactorily. The thermometer has averaged 80, the highest being 98 and the lowest 62.

Palestine, Texas.—It has been showery on two days of the past week, the rainfall reaching sixty-eight hundredths of an inch. The crop is magnificent, and good progress is being made in picking. The thermometer has ranged from 64 to 92, averaging 78.

Huntsville, Texas.—We have had a light shower on one day of the past week, the rainfall reaching six hundredths of an inch. Crops are very fine, and picking is progressing finely. Average thermometer 80, highest 96, lowest 64.

Weatherford, Texas.—The weather has been warm and dry during all of the past week, which is just as wanted. Crops are good, and apparently no serious damage has been done by the recent rains. The thermometer has averaged 76, ranging from 59 to 93.

Belton, Texas.—We have had beneficial showers on two days of the past week, the rainfall reaching ninety-four hundredths of an inch. Crop prospects are first class. Satisfactory progress is being made in picking. Average thermometer 79, highest 93 and lowest 54.

Luling, Texas.—The weather has been warm and dry during the past week, for which planters are grateful. The crop is developing satisfactorily, and picking is making good progress. The thermometer has ranged from 65 to 94, averaging 80.

New Orleans, Louisiana.—It has rained on four days of

the past week, the rainfall reaching sixty-one hundredths of an inch. The thermometer has averaged 81.

Shreveport, Louisiana.—We have had generally fair and cooler weather during the past week. The rainfall reached but two hundredths of an inch. Crops are in a splendid condition. The thermometer has ranged from 65 to 95.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on three days of the past week, the rainfall reaching one inch and one hundredth. It is reported that damage from the boll worm is much feared. Average thermometer 80, highest 92 and lowest 68.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—It has rained lightly on two days of the past week, the rainfall reaching thirty-one hundredths of an inch. The thermometer has averaged 79, the highest being 89 and the lowest 61.

Nashville, Tennessee.—It has rained on three days of the past week, the rainfall reaching one inch and seventy hundredths. The thermometer has averaged 75, ranging from 60 to 88.

Mobile, Alabama.—It has been showery on two days of the past week, the rainfall reaching one inch and fifty-seven hundredths. The crop is developing promisingly. We hear rumors of the appearance of caterpillars, also of rust and shedding from a few counties, but think them of very little importance. Average thermometer 79, highest 96, lowest 71.

Montgomery, Alabama.—It has been showery on four days of the past week and the remainder of the week has been pleasant and hot. The rainfall reached fifty-six hundredths of an inch. Several bales of new cotton received during the week. The thermometer has ranged from 69 to 92, averaging 79.

Selma, Alabama.—It has rained on two days of the past week, the rainfall reaching sixty-three hundredths of an inch. It is reported that there are some complaints of rust and boll-worms. Several bales of new cotton have been received. The thermometer has averaged 77.

Madison, Florida.—The early part of the past week was clear and pleasant, but during the latter portion it has been rainy on three days. Crop accounts are more favorable, and picking is making good progress. The thermometer has ranged from 75 to 95, averaging 85.

Macon, Georgia.—It has been showery on four days of the past week. Picking has begun. Average thermometer 78, highest 91 and lowest 68.

Columbus, Georgia.—We have had rain on one day of the past week, the rainfall reaching twenty-five hundredths of an inch. Crop accounts are less favorable. The thermometer has ranged from 77 to 94, averaging 85.

Savannah, Georgia.—It has rained on two days of the past week, and the balance of the week has been pleasant. The thermometer has averaged 81, the highest being 93 and the lowest 70, and the rainfall reached one inch and forty-six hundredths.

Augusta, Georgia.—The weather has been warm and sultry during the past week, with heavy general rain on four days. The rainfall reached one inch and twenty-four hundredths. Accounts are good, and the crop is developing promisingly. Picking is progressing finely at some points in this section. Three bales of new cotton were received on the 15th inst. Average thermometer 80, highest 94 and lowest 69.

Atlanta, Georgia.—We have had rain on three days of the past week, the rainfall reaching seventy-seven hundredths of an inch. The thermometer has ranged from 66 to 89, averaging 75.

Charleston, South Carolina.—It has rained on three days of the past week, the rainfall reaching one inch and sixty-three hundredths. The thermometer has averaged 82, ranging from 70 to 92.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock August 17, 1882, and August 18, 1881.

	Aug. 17, '82.		Aug. 18, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below high-water mark			
Memphis.....	Above low-water mark.	15	4	6
Nashville.....	Above low-water mark.	8	0	7
Shreveport.....	Above low-water mark.	10	7	11
Vicksburg.....	Above low-water mark.	23	8	Missing.

SOUTH CAROLINA COTTON.—The first bale of South Carolina cotton was received at Charleston, Friday, August 11. It came from Messrs. A. & L. Youmans of Campbellton, consigned to Messrs. Pelzer, Rodgers & Co., of Charleston, and was purchased by Messrs. Knoop, Frerichs & Co., of Charleston, for shipment to Europe. This is five days later than the first arrival last year.

NEW SEA ISLAND COTTON.—The first bale of new crop Sea Island cotton was received at Savannah, Friday, August 11th, by W. W. Gordon & Co. It was shipped by Ransom T. Prescott of Echols County, Ga., and classed medium Florida. The first bale of Sea Island last season was received by W. W. Gordon & Co., on August 15, and came from the same party.

NEW LOUISIANA COTTON.—The first bale of new crop Louisiana cotton was received at Shreveport on Tuesday, August 8, from E. A. Cormauche of Bossier parish. It classed strict middling and was sold for 15 cents per pound, to J. B. Durham. This is five days later than the date of receipt of first bale last year. A bale of new crop Louisiana cotton was received at New Orleans on Monday, August 14, from New Iberia. It classed low middling and sold for 12 cents per pound. The first bale last year was received July 31.

WEATHER RECORD FOR JULY.—Below we give the rainfall and thermometer record for the month of July and previous months of this year and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from the records kept by our own agents.

Rainfall.	April.			May.			June.			July.		
	1882.	1881.	1880.	1882.	1881.	1880.	1882.	1881.	1880.	1882.	1881.	1880.
VIRGINIA.												
Norfolk.	3.30	4.06	1.83	5.87	1.49	0.54	3.19	8.74	5.34	4.90	6.47	7.84
Rainfall, in.	17	18	9	14	17	6	14	10	17	13	15	15
Days of rain.												
N. CAROLINA.												
Wilmington.	2.27	3.47	3.52	1.40	2.11	1.84	2.96	8.48	6.93	8.80	12.40	9.20
Rainfall, in.	...	13	10	11	9	5	14	12	10	22	10	16
Days of rain.												
Greensboro.	3.10	1.70	2.40	2.30	0.50	1.20	0.75	1.20	1.36	1.70	0.40	1.00
Rainfall, in.	13	8	10	10	6	7	10	7	7	8	10	10
Days of rain.												
Weldon.	4.25	3.06	...	6.03	1.88	0.17	1.39	5.64	3.10	4.48	1.05	3.85
Rainfall, in.	8	7	...	10	6	2	4	9	16	12	13	13
Days of rain.												
Kitty Hawk.	4.92	4.97	4.85	2.22	0.80	0.00	...	5.06	1.72	15.36	5.00	9.94
Rainfall, in.	19	11	10	17	14	3	...	14	9	16	13	13
Days of rain.												
Charlotte.	5.93	3.81	5.64	3.22	2.26	1.15	1.98	1.35	4.36	5.39	1.83	5.62
Rainfall, in.	13	13	14	15	5	6	9	12	11	13	9	17
Days of rain.												
Portsmouth.	5.57	4.70	2.34	0.58	2.13	0.96	...	4.05	5.08	...	6.33	3.04
Rainfall, in.	17	8	9	7	3	...	...	9	7	...	10	10
Days of rain.												
Murphy.	5.33	4.20	0.30	4.02	2.20	4.50	...	6.35	2.90	8.20	3.55	5.30
Rainfall, in.	8	11	14	13	7	6	...	6	5	22	4	7
Days of rain.												
Raleigh.	2.80	5.40	2.10	3.00	2.40	3.00	3.90	1.00	2.00	5.30	1.60	4.70
Rainfall, in.	8	7	6	12	4	3	4	5	7	15	5	8
Days of rain.												
Wilson.	4.52	...	...	5.46	...	...	1.71	...	...	10.40	...	...
Rainfall, in.	10	...	...	10	...	...	5	...	...	13	...	...
Days of rain.												
Kelly's Cove.	13.90	...	...	3.08	...	...	6.63	...	...	10.50	...	...
Rainfall, in.	10	...	...	7	...	...	6	...	...	10	...	...
Days of rain.												
S. CAROLINA.												
Charleston.	2.72	3.33	3.65	1.82	0.48	0.90	9.12	1.47	2.18	5.35	4.99	5.77
Rainfall, in.	8	14	10	7	5	4	15	10	5	13	7	14
Days of rain.												
GEORGIA.												
Augusta.	4.77	4.71	5.72	3.70	1.35	2.98	4.12	2.11	1.54	3.86	3.46	5.98
Rainfall, in.	8	15	15	9	7	8	12	13	8	17	6	17
Days of rain.												
Atlanta.	2.92	3.71	5.75	2.54	1.15	4.26	1.55	3.36	5.30	6.12	0.74	2.47
Rainfall, in.	9	9	12	5	5	7	5	8	12	4	9	14
Days of rain.												
Savannah.	2.94	3.32	4.49	1.00	0.83	2.53	7.95	0.91	2.30	3.58	1.25	7.24
Rainfall, in.	12	12	12	7	6	8	18	11	11	30	11	19
Days of rain.												
Columbus.	4.59	7.65	4.50	2.43	3.37	1.51	5.22	5.97	4.05	9.28	3.06	5.43
Rainfall, in.	4	7	6	5	3	5	9	8	2	8	4	10
Days of rain.												
Macon.	2.03	4.96	4.35	2.94	1.00	3.32	4.02	2.97	1.41	3.03	3.71	1.67
Rainfall, in.	...	7	6	...	1	16	10	6	10	4	3	7
Days of rain.												
Rome.	3.62	3.35	9.25	2.75	4.47	1.08	1.05	3.05	2.35	4.35	1.40	3.15
Rainfall, in.	8	5	...	5	7	1	6	6	5	11	3	4
Days of rain.												
Thomasville.	2.93	3.53	...	4.51	0.60	10.81	6.00	4.77	3.84	...	2.20	4.55
Rainfall, in.	10	8	...	7	...	11	12	10	8	...	9	18
Days of rain.												
Waynesboro.	4.38	4.52	...	3.02	0.91	3.15	5.98	4.07	3.04	5.77	2.03	1.99
Rainfall, in.	11	11	...	9	5	10	13	11	8	18	8	17
Days of rain.												
FLORIDA.												
Jacksonville.	5.33	4.57	1.05	2.20	2.31	6.24	5.14	2.32	3.00	5.75	7.61	5.94
Rainfall, in.	12	8	9	13	8	11	17	6	13	23	17	17
Days of rain.												
Ocala Keys.	3.00	3.45	0.73	1.71	2.25	4.94	1.60	8.70	10.33	11.86	9.10	...
Rainfall, in.	10	5	4	5	12	14	6	16	15	18	11	...
Days of rain.												
ALABAMA.												
Montgomery.	5.03	4.52	3.42	2.94	1.41	7.07	3.98	3.04	0.90	6.29	2.18	3.17
Rainfall, in.	8	13	10	11	14	13	11	8	14	21	9	14
Days of rain.												
Mobile.	9.02	9.21	2.99	6.78	1.44	5.62	2.40	4.85	5.08	9.52	2.77	4.92
Rainfall, in.	11	11	12	10	8	16	15	11	11	24	15	19
Days of rain.												
Gray Springs.	8.18	5.03	...	2.01	1.96	...	2.45	3.97	4.21	7.02	1.73	2.00
Rainfall, in.	8	4	...	4	5	...	3	5	7	12	3	2
Days of rain.												
LOUISIANA.												
New Orleans.	4.83	3.92	6.88	6.33	3.20	6.35	2.71	2.84	6.43	6.84	6.97	11.23
Rainfall, in.	12	7	10	11	10	11	13	20	13	20	15	21
Days of rain.												
Shreveport.	5.41	2.81	8.43	4.59	8.63	3.21	0.65	0.38	2.74	11.38	3.17	10.97
Rainfall, in.	13	7	10	11	13	12	3	3	16	15	6	13
Days of rain.												
MISSISSIPPI.												
Fayette.	6.50	4.20	13.40	7.20	3.80	2.30	1.60	1.30	3.00	4.20	2.30	5.10
Rainfall, in.	9	5	10	6	8	6	4	4	10	13	6	9
Days of rain.												
Columbus.	9.24	3.73	10.20	3.13	5.12	3.22	1.77	3.82	3.77	4.00	0.98	4.08
Rainfall, in.	11	6	11	6	12	9	4	8	...	14	3	11
Days of rain.												
Vicksburg.	5.44	1.48	9.00	8.30	4.39	5.90	0.40	1.94	6.36	10.19	...	4.88
Rainfall, in.	...	6	13	12	...	3	4	4	10	18	6	13
Days of rain.												
Brookhaven.	8.75	2.75	...	8.05	4.75	1.60	3.45	4.38	2.30	13.35	2.10	6.70
Rainfall, in.	10	5	...	5	4	8	4	4	14	5	9	...
Days of rain.												
ARKANSAS.												
Little Rock.	5.03	1.43	4.50	16.53	4.69	2.24	1.79	6.17	3.38	5.08	2.16	3.23
Rainfall, in.	9	14	13	17	8	6	10	12	13	6	3	9
Days of rain.												
Mountain View.	2.05	5.45	...	12.45	10.15	1.15	2.90	2.30	4.95	2.30	0.75	2.10
Rainfall, in.	8	6	...	13	13	3	7	6	9	7	3	11
Days of rain.												
TENNESSEE.												
Nashville.	3.55	5.12	5.23	7.34	3.67	4.13	2.51	3.70	3.95	4.00	0.80	5.89
Rainfall, in.	13	18	10	13	16	8	15	16	12	17	6	19
Days of rain.												
Memphis.	3.59	5.74	3.91	1.94	2.80	3.82	4.15	2.83	4.95	4.13	0.50	2.14
Rainfall, in.	13	17	14	10	19	8	12	14	12	17	6	12
Days of rain.												
Asheville.	3.80	4.90	...	9.30	9.30	4.50	1.55	5.00	5.80	4.10	0.20	3.70
Rainfall, in.	9	13	...	13	11	7	8	10	6	12	9	5
Days of rain.												
Austin.	4.81	4.12	...	8.40	1.91	1.50	2.40	7.00	4.81	9.40	0.20	10.13
Rainfall, in.	12	11	...	15	7	3	7	8	7	13	1	9
Days of rain.												
TEXAS.												
Galveston.	0.83	4.78	1.71	3.75	3.50	4.09	6.16	0.03	8.33	4.34	4.92	2.43
Rainfall, in.	14	12	10	8	13	8	4	4	20	18	14	14
Days of rain.												
Indianapolis.	1.38	3.22	0.25	6.58	2.02	3.68	1.77	...	3.48	2.45	1.30	4.93
Rainfall, in.	8	6	13	10	10	11	7	2	9	8	11	11
Days of rain.												
Puget Sound.	3.42	3.78	5.90	7.56	14.33	3.15	0.83	...	2.75	6.52	2.36	3.43
Rainfall, in.	14	2	8	14	14	7	5	...	8	16	10	10
Days of rain.												
New Ulm.	2.94	2.75	...	12.35	4.23	6.22	0.81	0.63	4.99	2.44	5.99	2.75
Rainfall, in.	6	3	...	7	7	7	2	1	2	4	7	6
Days of rain.												

* The figures for 1881 and 1880 are for Corsicana.

Rainfall.	April.	May.	June.	July.
1882.	1881.	1880.	1882.	1881.</

Thermometer.	April.			May.			June.			July.		
	1882.	1881.	1880.	1882.	1881.	1880.	1882.	1881.	1880.	1882.	1881.	1880.
ARKANSAS.												
Little Rock.....	85.0	90.0	92.0	82.0	85.0	89.0	90.0	94.0	90.0	94.0	100.0	94.0
Highest.....	90.0	95.0	98.0	88.0	90.0	94.0	95.0	98.0	95.0	98.0	100.0	98.0
Lowest.....	80.0	85.0	88.0	78.0	80.0	84.0	85.0	88.0	85.0	88.0	90.0	88.0
Average.....	85.0	90.0	92.0	82.0	85.0	89.0	90.0	94.0	90.0	94.0	100.0	94.0
TENNESSEE.												
Nashville.....	84.1	84.0	87.0	87.1	91.5	90.0	95.9	97.5	96.0	91.2	101.2	95.0
Highest.....	90.0	95.0	98.0	92.0	95.0	98.0	100.0	100.0	98.0	95.0	105.0	98.0
Lowest.....	78.0	80.0	82.0	80.0	85.0	88.0	90.0	92.0	90.0	85.0	95.0	88.0
Average.....	84.1	84.0	87.0	87.1	91.5	90.0	95.9	97.5	96.0	91.2	101.2	95.0
MISSISSIPPI.												
Memphis.....	88.0	87.0	87.0	90.0	92.0	91.0	97.5	100.0	96.0	93.0	90.0	95.0
Highest.....	93.0	92.0	92.0	95.0	98.0	97.0	100.0	100.0	98.0	95.0	92.0	98.0
Lowest.....	83.0	82.0	82.0	85.0	87.0	85.0	95.0	95.0	90.0	88.0	88.0	90.0
Average.....	88.0	87.0	87.0	90.0	92.0	91.0	97.5	100.0	96.0	93.0	90.0	95.0
LOUISIANA.												
Shreveport.....	88.0	85.0	85.0	88.0	90.0	88.0	97.0	99.0	93.0	92.0	102.0	94.0
Highest.....	93.0	90.0	90.0	92.0	95.0	95.0	100.0	100.0	98.0	95.0	105.0	98.0
Lowest.....	83.0	80.0	80.0	85.0	87.0	85.0	95.0	95.0	90.0	88.0	95.0	90.0
Average.....	88.0	85.0	85.0	88.0	90.0	88.0	97.0	99.0	93.0	92.0	102.0	94.0
FLORIDA.												
Gainesville.....	82.5	82.0	81.0	87.0	89.0	90.0	91.5	94.0	91.0	91.0	92.0	92.0
Highest.....	87.5	87.0	86.0	92.0	94.0	95.0	97.0	99.0	96.0	96.0	97.0	97.0
Lowest.....	77.5	77.0	76.0	82.0	84.0	85.0	86.0	88.0	86.0	86.0	87.0	87.0
Average.....	82.5	82.0	81.0	87.0	89.0	90.0	91.5	94.0	91.0	91.0	92.0	92.0
ALABAMA.												
Montgomery.....	86.0	85.0	84.0	89.0	91.0	90.0	93.0	95.0	92.0	91.0	92.0	92.0
Highest.....	91.0	90.0	89.0	94.0	96.0	95.0	98.0	100.0	97.0	96.0	97.0	97.0
Lowest.....	81.0	80.0	79.0	84.0	86.0	85.0	88.0	90.0	89.0	88.0	89.0	89.0
Average.....	86.0	85.0	84.0	89.0	91.0	90.0	93.0	95.0	92.0	91.0	92.0	92.0
MISSOURI.												
St. Louis.....	86.0	85.0	84.0	89.0	91.0	90.0	93.0	95.0	92.0	91.0	92.0	92.0
Highest.....	91.0	90.0	89.0	94.0	96.0	95.0	98.0	100.0	97.0	96.0	97.0	97.0
Lowest.....	81.0	80.0	79.0	84.0	86.0	85.0	88.0	90.0	89.0	88.0	89.0	89.0
Average.....	86.0	85.0	84.0	89.0	91.0	90.0	93.0	95.0	92.0	91.0	92.0	92.0

* The figures for 1881 and 1880 are from Corsicana.

The following remarks accompany the month's weather reports for July, 1882:

Kitty Hawk, N. C.—Growth of crops retarded by heavy rains. **Kaleigh, N. C.**—July may be set down as a wet month. The weather was often muggy.

Wilson, N. C.—There has been rather too much rain for cotton. It has grown wonderfully for the last month, and the prospects for a good crop are very flattering. Rainfall on the evening and night of the 31st, 2-90 inches.

Kelly's Cove, N. C.—Corn looks fine, and I think the crop will be an average one. Cotton, although late, is now looking well and bolting finely.

Augusta, Ga.—Crop reports indicate a very good yield of cotton in this district.

Atlanta, Ga.—The month has been exceedingly favorable for crops of all kinds.

Savannah, Ga.—The comparative temperature during July for the past twelve years has been as follows: 1871, 81.7; 1872, 82; 1873, 80.5; 1874, 79.1; 1875, 84.6; 1876, 84.7; 1877, 84.1; 1878, 83.4; 1879, 83.5; 1880, 83.4; 1881, 81.5; 1882, 81.5. The monthly rainfall during the same time was, in 1871, 8.6 inches; 1872, 4.36; 1873, 5.44; 1874, 10.12; 1875, 1.31; 1876, 6.11; 1877, 5.67; 1878, 6.37; 1879, 4.29; 1880, 7.24; 1881, 1.25; 1882, 3.55.

Columbus, Ga.—Too much rain. Cotton weed too rank and sappy. Maturity much retarded. Caterpillars on river and creek bottom lands, but have done no damage yet. There is more complaint of bollworm than caterpillars at present. Fair weather and hot sun in August would greatly improve the prospect.

Macon, Ga.—No violent storm this month. The cotton plant is fruiting well, and prospects are good for a fine yield. We are having good growing weather. The average temperature during July for the past six years has been as follows: 1882, 79.0; 1881, 84.0; 1880, 82.0; 1879, 90.0; 1878, 85.0; 1877, 85.0.

Forsyth, Ga.—The weather has been quite favorable during the month. There has been a decided improvement in the prospects of the cotton crop.

Montgomery, Ala.—The unprecedented frequency of rain and cloudiness during this month has excited fear that the cotton plant will be attacked by "rust," caused by want of sunshine, or worms, which are developed by excessive moisture.

Greene Springs, Ala.—Not one clear day during July.

New Orleans, La.—The average temperature compared with previous years is as follows: July, 1882, 80.5; 1881, 84.4; 1880, 81.7; 1879, 82.9; 1878, 84.1; 1877, 83.7; 1876, 83.4; 1875, 81.8; 1874, 81.4; 1873, 82.4.

Shreveport, La.—Crops reported as being in very fine condition, but more rain at present would be very injurious to cotton.

Payette, Miss.—This has been a very quiet month at this station, and the showers generally have been light—in fact, we have not had enough here until very lately, but at some places it has fallen in torrents, and the fields are too wet to work.

Brookhaven, Miss.—The weather during the month has been very disagreeable and somewhat stormy, although nothing serious that I have heard of. There has been too much rain for the farmers. Everything badly in the grass, and impossible to work on account of wet.

Nashville, Tenn.—First cotton blooms were brought to Nashville on the 4th by Mr. J. G. Brown, from Gladesville, Wilson County, Tenn. The average temperature during July for a number of years compares as follows: 1871, 80.3; 1872, 79.6; 1873, 80.0; 1874, 83.4; 1875, 81.3; 1876, 80.9; 1877, 81.1; 1878, 82.0; 1879, 83.5; 1880, 78.4; 1881, 82.6; 1882, 76.0. The rainfall for the month during the same years was, in 1871, 1.58 inches; 1872, 4.90; 1873, 4.63; 1874, 2.65; 1875, 8.12; 1876, 7.15; 1877, 3.25; 1878, 9.43; 1879, 8.47; 1880, 5.69; 1881, 0.86; 1882, 4.00.

Ashwood, Tenn.—Barley and wheat all threshed. Best general yield for years. All through this (Mauvey) county we have had reasonable rains, and corn is looking splendid—now in roasting ear. Cotton doing well.

Austin, Tenn.—No storm or drought. Some damage to wheat from rain, but not enough to report. This is by 50 per cent the largest wheat crop ever made. Quality fine.

Indianola, Texas.—Slightly droughty during the month. Mean temperature a little below the average.

Denison, Texas.—Crop backward in this section on account of heavy rains and cool weather.

Decatur, Texas.—Cotton looking well, but trouble anticipated from the bollworm. Corn all made, and in this section will average 55 bushels to the acre.

COTTON EXCHANGE.—Mr. Alexander H. Greene, of Wilmington, N. C., and Mr. R. Loeliger, of the firm of E. Larue & Co., of Havre and New Orleans, have been elected members. There is one application for membership, two members have posted their intention to transfer their seats, and one seat is offered on the Board for sale.

The following gentlemen have been introduced as visitors:

Col. J. Fr. White, Selma, Ala.	W. P. Follin, Charleston.
M. B. Haughton, Union Springs, do.	M. J. Verdier, Augusta, Ga.
John B. Labrusse, New Orleans.	C. S. Johnston, Raleigh.
U. B. Frost, La Grange.	W. W. Draper, Atlanta.
H. H. McClure, Rome, Ga.	C. G. Talmadge, Athens, Ga.
M. B. Hooden, La Grange.	S. C. DePass, Memphis.
I. I. Harwell, do.	W. H. Hunt, S. C.
Samuel Martin, Atlanta, Ga.	N. Woodruff, Selma, Ala.
L. L. Johnston, Rock Hill.	Alex. Allison, Memphis.
J. S. Raine, Atlanta, Ga.	B. G. Pinkney, Charleston.
L. M. Falk, Decatur, Ala.	M. B. Pluson, Newn an, Ga.
D. Doble, New Orleans.	P. W. Martin, do.
W. P. LeGrand, Montgomery, Ala.	Thos. L. Rose, Macon.
J. F. Minis, Savannah.	John Martin, Paris, Texas.
J. J. Wilder, do.	J. R. Matthews, Newberry, S. C.
S. W. Elliott, Liverpool.	Virgil I. Murphy, New Mexico.
W. S. Reese, Montgomery, Ala.	Henry Drucker, St. Louis.
Col. G. W. Scott, Atlanta, Ga.	

JUTE BUTTS, BAGGING, &c.—Bagging has not changed since our last report, and the market continues very steady. The demand, though not for large lots, is quite active for the season, and considerable goods are being placed. Sellers will not name anything less than a full figure, and at the close the lowest that is quoted is 7½¢. for 1½ lbs., 8½¢. for 1¼ lbs., 9¢. for 2 lbs., and 10¢ for standard grades. Butts are not active, but in a small way the trade has been fair and the market is steady. About 2,000 bales have found purchasers, and sellers are asking 2½¢@2½¢. for paper grades, while bagging qualities are quoted at 2½¢@2½¢.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1881.	1880.	1879.	1878.	1877.	1876.
Sept./mb'r.	425,770	458,478	333,643	288,848	98,491	236,968
October.....	837,349	968,318	888,492	689,264	578,533	675,260
Novemb'r.	951,078	1,006,501	942,272	779,237	822,493	901,392
Decemb'r.	983,440	1,020,802	956,464	893,664	900,119	787,769
January.....	543,912	571,701	647,140	618,727	689,610	500,680
February.....	291,992	572,723	447,918	566,824	472,054	449,836
March.....	257,099	476,582	261,913	303,953	340,525	192,937
April.....	147,595	284,246	158,025	167,459	197,965	100,194
May.....	113,573	190,054	110,006	84,299	96,314	68,393
June.....	68,679	131,871	88,455	29,475	42,142	36,050
July.....	36,890	78,572	54,258	13,988	20,240	17,681
Total year 4,657,377	5,759,853	4,891,586	4,435,737	4,258,486	3,957,386	
Percentage of tot. port receipts July 31.	98.03	97.79	99.74	97.99	98.00	

This statement shows that up to July 31 the receipts at the ports this year were 1,102,476 bales less than in 1880-81 and 234,209 bales less than at the same time in 1879-80. By adding to the above totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.
Tot. Jy. 31	4,657,377	5,759,853	4,891,586	4,435,737	4,258,486	3,957,386
Aug. 1....	633	3,592	8	419	139	421
" 2....	465	2,838	1,519	507	1,465	264
" 3....	533	2,477	2,394	8	395	861
" 4....	2,014	3,053	1,191	562	8	452
" 5....	711	3,705	1,363	69	596	8
" 6....	8	1,783	1,591	330	509	839
" 7....	764	8	1,526	666	529	618
" 8....	586	3,424	8	1,182	340	247
" 9....	609	1,900	1,298	527	700	364
" 10....	3.9	1,615	1,444	8	468	245
" 11....	1,812	2,110	1,354	776	8	531
" 12....	809	2,230	827	764	712	8
" 13....	8	2,906	2,212	347	612	487
" 14....	604	8	1,232	239	737	598
" 15....	1,971	5,138	8	839	505	367
" 16....	692	3,024	1,637	520	1,623	264
" 17....	513	2,263	1,037	8	631	561
" 18....	1,767	3,547	1,520	1,219	8	394
Total.....	4,672,191	5,805,463	4,914,071	4,445,302	4,268,450	3,964,899
Percentage of total port rec'ds Aug. 18.	98.82	98.25	99.96	98.22	98.19	

This statement shows that the receipts since Sept. 1 up to to-night are now 1,133,272 bales less than they were to the same day of the month in 1881 and 241,880 bales less than they were to the same day of the month in 1880. We add to the table

the percentages of total port receipts which had been received to August 18 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Aug. 17.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year.	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882	3,000	1,000	4,000	719,000	586,000	1,305,000	7,000	1,566,000
1881	2,000	1,000	3,000	232,000	522,000	804,000	10,000	1,137,000
1880	3,000	3,000	352,000	477,000	829,000	8,000	1,061,000	
1879	6,000	6,000	244,000	329,000	573,000	2,000	772,000	

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 3,000 bales, and an increase in shipments of 1,000 bales, and the shipments since January 1 show an increase of 501,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1882	4,000	1,000	5,000	266,000	138,000	404,000
1881	4,000	1,000	5,000	170,000	63,000	233,000
1880	7,000	7,000	198,000	79,000	277,000	
1879	7,000	7,000	188,000	101,000	259,000	

The above totals for this week show that the movement from the ports other than Bombay is — bales — than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	4,000	1,305,000	3,000	804,000	3,000	829,000
All other ports.	5,000	404,000	5,000	238,000	.....	277,000
Total	9,000	1,709,000	8,000	1,042,000	3,000	1,106,000

This last statement affords a very interesting comparison of the total movement for the week ending Aug. 17 and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, August 17.	1881-82.		1880-81.		1879-80.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)*—						
This week	2,831,720		2,775,000		3,204,000	
Since Sept. 1						
Exports (bales)—						
To Liverpool	245,900		1,250	250,000	500	292,530
To Continent	176,271		.....	154,703	241	177,638
Total Europe	422,171		1,250	404,703	741	470,168

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Aug. 17 were — cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with a limited business, and that prices for yarns are slightly lower. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.					1881.				
	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Oott'n Mid. Upl's	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Oott'n Mid. Upl's	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Oott'n Mid. Upl's	32s Cop. Twist.
June 16	9 1/2 @ 10 1/2	6 @ 8 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 23 9 3/4 @ 10 1/4	6 @ 8 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 30 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
July 7 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 14 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 21 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 28 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
Aug. 4 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 11 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2
" 18 9 1/2 @ 10 1/4	6 1/2 @ 7 1/2	6 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	6 1/2	8 1/2 @ 9 1/2

THE EXPORTS OF COTTON FROM NEW YORK THIS WEEK show a decrease, as compared with last week, the total reaching 9,146 bales, against 13,824 bales last week. Below we give our usual table showing the exports of cotton from New York and other direction, for each of the last four weeks; also the total exports and direction since September 1, 1881, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1881.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	July 26.	Aug. 2.	Aug. 9.	Aug. 16.		
Liverpool	3,829	6,998	9,846	5,641	432,358	348,804
Other British ports	.....	.....	1,495	600	26,567	21,422
TOTAL TO GREAT BRITAIN	3,829	6,998	11,381	6,241	458,925	410,226
Havre	414	35	71	315	38,638	37,037
Other French ports	.....	.....	7	.....	7	1,609
TOTAL FRENCH	414	42	71	315	38,646	38,646
Bremen and Hanover	1,030	562	300	132	57,609	42,170
Hamburg	500	300	1,300	1,350	27,443	22,768
Other ports	2,032	1,743	772	1,108	22,812	39,597
TOTAL TO NORTH. EUROPE	3,562	2,605	2,372	2,590	107,864	104,535
Spain, Oporto, Gibralt'r, &c	.....	751	.....	.....	8,550	11,724
All other	.....	.....	.....	.....	3,258	2,274
TOTAL SPAIN, &c	.....	751	.....	.....	11,809	13,998
GRAND TOTAL	7,805	10,396	13,821	9,146	617,244	567,405

THE FOLLOWING ARE THE RECEIPTS OF COTTON AT New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1881:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	2,276	221,519	.....	.....	.....	.....	.....	.....
Texas	438	131,696	.....	.....	.....	.....	.....	.....
Savannah	310	245,399	63	37,909	5	31,430	.....	80,334
Mobile	.....	.....	.....	4,863	.....	.....	.....	.....
Florida	.....	7,364	.....	2,226	.....	.....	.....	.....
S. Carolina	6	172,424	.....	69	.....	.....	100	27,587
N. Carolina	145	70,691	.....	.....	.....	.....	.....	19,175
Virginia	467	189,031	163	53,872	.....	.....	434	89,621
North. ports	.....	2,682	976	115,682	.....	.....	.....	56
Tenn. &c.	972	163,324	577	236,632	384	81,914	.....	25,684
Foreign	.....	4,937	.....	.....	.....	.....	.....	.....
This year.	4,614	*	1,784	456,919	389	†	534	239,437
Last year.	6,613	†	1,533	425,247	933	‡	609	270,251
	1,209,261	†	1,145,333	†	113,344	†	100,961	†

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 14,358 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

New York.—To Liverpool, per steamers Celtic, 593....City of Montreal, 1,277....Helvetia, 1,341....Parthia, 1,557....Tycho Brahe, 172....Wyoming, 701....To Glasgow, per steamer State of Georgia, 600....To Havre, per steamer St. Laurent, 315....To Bremen, per steamer Sailer, 132....To Hamburg, per steamers Frisia, 725....Vandalla, 475....Westphalia, 150....To Amsterdam, per steamer Poitoux, 1,108....NEW ORLEANS.—To Liverpool, per steamer Emiliano, 2,100....To Vera Cruz, per steamer Tabasco, 687....BALTIMORE.—To Liverpool, per steamers Catalan, 284....Hibernian, 163....BOSTON.—To Liverpool, per steamers Bulgarian, 432....Iowa, 346PHILADELPHIA.—To Liverpool, per steamers British Queen, 1,000....Pennsylvania, 200....	Total bales.	
	Total	
Total	14,358	

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Glasgow.	Havre.	Bre-men.	Ham-burg.	Amster-dam.	Vera Cruz.	Total.
New York	5,311	600	315	132	1,350	1,108	.....	9,146
N. Orleans	2,100	.....	.....	.....	.....	.....	687	2,787
Baltimore	417	.....	.....	.....	.....	.....	.....	447
Boston	778	.....	.....	.....	.....	.....	.....	778
Philadelphia	1,200	.....	.....	.....	.....	.....	.....	1,200
Total	10,166	600	315	132	1,350	1,108	687	14,358

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

ILLYRIAN, steamer, before reported, at Liverpool, from Boston via New York. The fire broke out on July 31 in the cotton between decks, but was got under control in two hours. The cotton in the star-board 'tween decks was said to be considerably damaged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4
Do sail...	.....	.....	.....	.....	.....	.....
Havre, steam....	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4
Do sail....	.....	.....	.....	.....	.....	.....
Bremen, steam....	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4	3 3/4 @ 5 1/4
Do sail....	.....	.....	.....	.....	.....	.....
Hamburg, steam d.	5 1/4 @ 7 1/4	5 1/4 @ 7 1/4	5 1/4 @ 7 1/4	5 1/4 @ 7 1/4	5 1/4 @ 7 1/4	5 1/4 @ 7 1/4
Do sail....	.....	.....	.....	.....	.....	.....
Amst'd'm, steam c.	5 1/4 @ 7 1/4	5 1/4 @ 7 1/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4	5 3/4 @ 7 3/4
Do sail....	.....	.....	.....	.....	.....	.....
Baltic, steam....	1 1/4 @ 5 1/4	1 1/4 @ 5 1/4	3 3/4 @ 5 3/4	3 3/4 @ 5 3/4	3 3/4 @ 5 3/4	3 3/4 @ 5 3/4
Do sail....	.....	.....	.....	.....	.....	.....
Barcel'na, steam c.	9 1/4 @ 11 1/4	9 1/4 @ 11 1/4	9 1/4 @ 11 1/4	9 1/4 @ 11 1/4	9 1/4 @ 11 1/4	9 1/4 @ 11 1/4
Do sail....	.....	.....	.....	.....	.....	.....

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	July 28.	Aug. 4	Aug. 11.	Aug. 18
Sales of the week.....bales.	90,000	59,000	54,000	62,000
Of which exporters took....	4,700	6,500	7,100	6,500
Of which speculators took....	19,500	5,700	4,500	4,300
Sales American.....	50,000	41,000	39,000	45,000
Actual export.....	13,000	7,700	7,200	5,600
Forwarded.....	5,200	6,100	4,100	4,900
Total stock—Estimated.....	736,000	701,000	669,000	654,000
Of which American—Estim'd.....	426,000	394,000	367,000	358,000
Total in port of the week.....	9,900	24,500	20,000	45,500
Of which American.....	5,700	9,400	11,500	17,500
Amount afloat.....	231,000	219,000	228,000	190,000
Of which American.....	25,000	26,000	29,000	21,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 18, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 P.M.	Fair dem. at prev. prices.	Firm.	Firm.	Firm.	Harden'g.	Steady.
Mid. Upl'ds	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Mid. Orl'ns	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Sales.....	10,000	12,000	12,000	12,000	14,000	10,000
Spec. & exp.	2,000	3,000	2,000	3,000	4,000	2,000
Futures. Market, { 12:30 P.M.	Flat.	Easier.	Quieter.	Firm.	Steady.	Quiet.
Market, 4 P.M.	Weak.	Dull.	Steady.	Firm.	Quiet.	Quiet.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Aug.....	72 1/4 @ 1 1/4	Mar.-Apr.....	64 1/4	Nov.-Dec.....	63 1/4
Aug-Sept.....	76 1/4 @ 1 1/4	May-June.....	64 1/4	Dec-Jan.....	63 1/4
Sept-Oct.....	68 1/4 @ 1 1/4	June-July.....	64 1/4	Mar.-Apr.....	64 1/4
Oct-Nov.....	64 1/4 @ 1 1/4	Sept-Oct.....	64 1/4	Apr-May.....	64 1/4
Nov-Dec.....	68 1/4 @ 1 1/4	Oct-Nov.....	64 1/4 @ 1 1/4	June-July.....	64 1/4
Dec-Jan.....	68 1/4				

MONDAY.					
Aug.....	72 ⁶⁴ @ ³ ₆₄	Jan.-Feb.....	637 ⁶⁴	Mar.-Apr.....	641 ⁶⁴
Aug.-Sept.....	72 ⁶⁴ @ ³ ₆₄	May-June.....	646 ⁶⁴	June-July.....	647 ⁶⁴
Sept.-Oct.....	66 ⁶⁴ @ ³ ₆₄	June-July.....	648 ⁶⁴	Aug.....	73 ⁶⁴
	57 ⁶⁴ @ ³ ₆₄	May-Aug.....	74 ⁶⁴	Aug.-Sept.....	73 ⁶⁴
Oct.-Nov.....	641 ⁶⁴	Aug.-Sept.....	74 ⁶⁴	Oct.-Nov.....	642 ⁶⁴
Nov.-Dec.....	637 ⁶⁴	Sept.-Oct.....	650 ⁶⁴	Dec-Jan.....	637 ⁶⁴

Tuesday.	Wednesday.	Thursday.	Friday.
Aug.....	74 1/4 @ 1 1/4	Oct-Nov.....	64 1/4
Aug-Sept.....	74 1/4	Nov-Dec.....	63 1/4
Sept-Oct.....	69 1/4	May-June.....	64 1/4

WEDNESDAY.			
Aug.....	74 ⁶⁴ @ 6 ⁶⁴	May-June	64 ⁶⁴ @ 46 ⁶⁴
Aug-Sept.....	74 ⁶⁴ @ 6 ⁶⁴	June-July	64 ⁶⁴
Sept-Oct.....	657 ⁶⁴ @ 58 ⁶⁴	Sept-Oct.....	659 ⁶⁴
Oct-Nov.....	642 ⁶⁴ @ 43 ⁶⁴	Nov-Dec.....	639 ⁶⁴
Nov-Dec.....	637 ⁶⁴ @ 38 ⁶⁴	Aug.....	77 ⁶⁴
		Aug-Sept.....	77 ⁶⁴
		Sept-Oct.....	660
		Oct-Nov.....	644
		Dec-Jan.....	638
		June July.....	649

Thursday.	Friday.
Aug.....	74 1/4 @ 1 1/4
Aug-Sept.....	74 1/4 @ 1 1/4
Sept-Oct.....	69 1/4 @ 1 1/4
Oct-Nov.....	64 1/4 @ 1 1/4
Nov-Dec.....	68 1/4 @ 1 1/4

FRIDAY.		
Aug.....	710 ⁶⁴ ₆₄	Dec-Jan.....657 ⁶⁴
Aug-Sept.....	79 ⁶⁴ ₆₄	Mar-Apr.....648 ⁶⁴ ₆₄
	@ 10 ⁶⁴ ₆₄	May-June.....645 ⁶⁴
Sept-Oct.....	658 ⁶⁴ ₆₄	June-July.....647 ⁶⁴
Oct-Nov.....	643 ⁶⁴ ₆₄	Sept-Oct.....658 ⁶⁴
Nov-Dec.....	638 ⁶⁴ ₆₄	Sept-Oct.....659 ⁶⁴
		Aug-Sept.....613 ⁶⁴ ₆₄

BREADSTUFFS.

FRIDAY, P. M. August 18, 1882.

Flour has been quite firm for the commoner grades, which have been scarce and wanted for export; but the better qualities have been in ample supply, and more or less depressed, in sympathy with a decline in wheat. To-day the market was firm for No. 2, and other grades were about steady; but the trade was moderate. The market as a whole is in an unsatisfactory state.

Wheat has been somewhat depressed, owing to a decline at Chicago and in England, and fine weather for the crops and ample receipts here; but yesterday the statement of the stock in Chicago showing an important decrease within a week caused a fractional recovery. The export movement has not been quite up to that of last week, and the speculation has been on a comparatively moderate scale, at most times, though, occasionally running up to something like the magnitude of a few weeks ago. The expectation at Chicago is that the receipts there will shortly show a marked increase.

The crop advices are in the main very favorable, promising a large yield of the winter wheat now being harvested, and also of spring wheat in due season. It is still asserted that many farmers in the great wheat States are inclined to hold their grain until prices are higher. To-day the market was fairly active and 1/2 @ 1 1/4 c. higher; No. 2 red sold at \$1 13 1/4 @ \$1 13 1/2 for August, \$1 13 1/2 @ \$1 14 for September, \$1 14 1/2 @ \$1 15 1/2 for October, \$1 15 1/2 @ \$1 16 1/4 for November, \$1 17 1/4 for December, and \$1 13 1/4 @ \$1 13 1/2 sellers' option remainder of the year.

Indian corn has continued very quiet, and prices have fallen several cents. The receipts here have been small and those at the West have been far below the expectations of a few weeks ago; but the decline not only at Chicago but in England, the absence of either export or speculative demand at the current

prices, and the improved crop prospects brought about by warmer weather at the West, have all combined to turn the scale in favor of buyers. The largest crop ever raised in this country—1,754,861,000 bushels in 1880—it is now predicted by some statisticians will be equaled, if not exceeded, this year, while others state the probable yield at considerably under these figures. To-day the market was 1/4 @ 1 c. higher, owing to an advance in Chicago, where there was some covering of contracts; No. 2 mixed sold at 86 @ 86 1/4 c. for August, 85 1/2 @ 86 1/2 c. for September, 84 1/2 c. for October, 80 1/4 c. for November and 78 @ 78 1/2 c. seller the year. The trading was still small, however.

Rye has been fairly active and steady. Of barley further sales have been made at \$1 for No. 1 Canada for October delivery. Malt has sold rather more freely. Oats have been active and decidedly higher. White are almost, if not quite, out of stock for the time being, and are consequently nominal in value; 80 c. has been bid for No. 1 on the spot; the speculation has not only been brisk, but the cash trade in mixed has considerably improved. To-day the market was fairly active at a further advance. No. 2 mixed sold at 56 1/2 @ 57 1/4 c. for August, 46 1/4 @ 48 c. for Sept., 46 1/2 @ 47 1/4 c. for Oct., and 45 1/2 c. seller the year.

The following are closing quotations:

FLOUR.			
No. 2 spring.....	5 bbl.	\$2 75 @ 3 40	City shipping extras. \$5 90 @ 8 25
No. 2 winter.....	3 00 @ 3 75	Southern bakers' and	
Superfine.....	3 50 @ 4 75	family brands.....	5 75 @ 7 50
Spring wheat extras..	4 75 @ 5 50	South'n ship'g extras.	5 00 @ 6 10
do bakers'.....	5 50 @ 7 00	Rye flour, superfine..	3 60 @ 4 00
Wis. & Minn. rye mix.	5 50 @ 5 50	Corn meal—	
Min. clear and strat'	5 00 @ 7 50	Western, &c.....	4 40 @ 4 50
Winter ship'g extras..	4 50 @ 5 00	Brandywine, &c.....	4 50 @ 4 60
Patents.....	6 50 @ 8 50	Buckw't flour, 100 lbs. @
GRAIN.			
Wheat—		Oats—	
Spring, per bush.....	95 @ 1 10	Mixed.....	55 1/2 @ 60
Spring No. 2.....	..... @ .....	White.....	75 @ 80
Red winter.....	1 00 @ 1 13	No. 2 mixed.....	57 1/2 @ 58
Red winter, No. 2.....	1 13 1/4 @ 1 14 1/2	No. 2 white.....	78 @
White.....	1 10 @ 1 16	Barley—	
Corn—West. mixed.....	84 @ 87	Canada No. 1.....	..... @ 1 00
West. mix. No. 2.....	86 1/2 @ 87 1/2	Canada bright..... @
Western yellow.....	..... @ .....	State, 4-rowed..... @
Western white.....	95 @ 1 00	State, 2-rowed..... @
Southern white.....	95 @ 1 10	Barley Malt—	
Southern yellow.....	90 @ 92	Canada.....	1 20 @ 1 30
Rye—Car lots.....	76 @ 77	State, 2-rowed.....	1 05 @ 1 10
Boat loads.....	78 @ 79	State, 4-rowed.....	1 15 @ 1 20

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Aug. 12, 1882:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	31,010 (196 lbs.)	401,042 (56 lbs.)	656,891 (56 lbs.)	168,383 (48 lbs.)	4,846 (56 lbs.)	50,769 (56 lbs.)
Milwaukee.....	49,952	33,950	15,340	19,275	3,220	1,350
Toledo.....	794	390,617	57,907	6,563	.....	.....
Detroit.....	1,478	69,733	1,034	17,570	.....	.....
Cleveland.....	1,793	198,500	5,900	16,800	1,400	.....
St. Louis.....	44,411	682,842	123,030	328,024	178	5,470
Peoria.....	180	3,750	148,700	73,725	6,600	11,150
Duluth.....	6,000	25,787	.....	.....	.....	.....

Total..... 135,643 1,809,241 1,088,802 630,340 16,194 38,739
Same time '81. 186,191 1,686,087 1,185,151 728,446 16,368 79,693

Total receipts at same ports from Dec. 26, 1881, to Aug. 12, 1882, inclusive, for four years:

Flour.....	1881-82.	1880-81.	1879-80.	1878-79.
.....bbls.	4,556,812	5,494,721	3,687,087	9,383,339
Wheat.....	30,613,256	32,876,580	40,803,939	45,250,614
Corn.....	51,582,498	78,549,635	100,307,045	61,030,293
Oats.....	23,513,682	27,768,672	19,733,180	18,672,029
Barley.....	4,857,604	4,034,221	2,656,884	2,482,802
Rye.....	1,298,867	1,189,863	1,627,730	2,260,832

Total grain..... 111,895,907 144,519,271 165,128,778 129,698,570

Comparative receipts (crop movement) at same ports from July 31, 1882, to Aug. 12, 1882, as compared with the previous three years:

Flour.....	1882.	1881.	1880.	1879.
.....bbls.	280,418	376,570	295,756	238,400
Wheat.....	5,264,602	3,453,457	5,642,699	5,257,739
Corn.....	2,391,422	7,746,321	7,270,816	5,191,077
Oats.....	1,493,797	1,315,038	1,705,768	1,506,952
Barley.....	39,096	42,933	51,148	42,965
Rye.....	85,168	190,176	235,376	349,292

Total grain..... 9,278,085 12,748,445 14,905,807 13,432,133

Comparative shipments of flour and grain from the same ports from Dec. 26, 1881, to Aug. 12, 1882, inclusive, for four years:

Flour.....	1881-82.	1880-81.	1879-80.	1878-79.
.....bbls.	4,365,235	5,493,698	2,542,902	4,285,933
Wheat.....	24,738,676	32,476,570	40,203,142	41,697,569
Corn.....	45,092,160	67,452,438	82,626,278	53,927,383
Oats.....	18,225,275	22,599,611	15,714,249	13,988,938
Barley.....	2,135,005	2,058,347	1,630,171	2,029,915
Rye.....	1,533,530	1,170,267	1,387,196	2,027,953

Total grain..... 91,724,656 125,737,463 141,611,016 113,723,058

Rail shipments from Western lake and river ports for the weeks ended:

Flour.....	1882.	1881.	1880.	1879.
.....bbls.	135,613	145,257	132,692	96,581
Wheat.....	1,809,241	454,633	7,751	562,620
Corn.....	1,008,802	935,428	457,153	460,161
Oats.....	630,340	642,516	804,794	623,699
Barley.....	16,194	7,703	12,578	8,263
Rye.....	38,739	39,465	33,057	50,494

Total..... 3,503,316 2,079,820 2,105,119 1,705,337

ENTRÉE FOR CONSTRUCTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.											
Week Ending Aug. 15, 1881.			Since Jan. 1, 1881.			Week Ending Aug. 17, 1882.			Since Jan. 1, 1882.		
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	
Manufactures of—											
Wool.....	1,680	\$11,950	26,426	\$1,375,243	1,649	703,510	33,786	\$4,735,330	50,812	\$6,655,697	
Cotton.....	1,367	467,551	46,633	14,641,230	1,431	440,051	30,871	16,655,697	53,677	19,675,277	
Silk.....	1,408	505,792	28,269	17,751,109	1,256	708,092	33,957	9,176,871	59,161	27,761,377	
Flax.....	1,641	308,077	56,339	17,654,259	1,145	255,008	85,977	19,675,277	121,611	27,761,377	
Miscellaneous.....	1,210	252,753	46,803	6,520,667	942	221,643	68,383	5,910,871	70,109,546		
Total.....	7,536	2,666,123	204,490	56,814,508	6,456	2,412,388	242,855	70,109,546			
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.											
Manufactures of—											
Wool.....	693	275,724	13,275	5,290,673	661	243,635	11,012	4,520,533			
Cotton.....	310	108,541	9,803	3,339,921	289	1,151	5,668	2,352,048			
Silk.....	1,818	686,139	17,955	3,508,943	471	90,977	15,145	2,629,816			
Flax.....	606	161,129	17,955	3,508,943	471	90,977	15,145	2,629,816			
Miscellaneous.....	212	26,663	93,601	1,505,739	254	21,550	78,389	1,548,755			
Total.....	2,103	666,143	139,637	15,142,229	2,009	638,884	18,756	15,107,674			
Ent'd for consump't.	7,536	2,666,123	204,490	56,814,508	6,456	2,412,388	242,855	70,109,546			
Total on market.....	9,639	3,330,266	344,127	73,946,737	8,463	3,051,272	361,651	85,217,220			
ENTERED FOR WAREHOUSE DURING SAME PERIOD.											
Manufactures of—											
Wool.....	520	194,817	10,946	4,331,702	496	189,957	13,324	5,336,708			
Cotton.....	217	66,078	8,439	2,721,839	264	91,956	10,105	2,991,231			
Silk.....	119	87,564	4,671	3,148,919	192	157,107	5,841	2,700,255			
Flax.....	450	92,418	13,891	2,761,966	412	88,784	14,334	2,700,255			
Miscellaneous.....	754	75,495	79,918	1,774,722	2,307	30,082	69,007	1,618,965			
Total.....	2,150	1,489,118	117,895	12,892,118	3,671	525,889	112,611	16,471,671			
Ent'd for consump't.	7,536	2,666,123	204,490	56,814,508	6,456	2,412,388	242,855	70,109,546			
Total at the port.....	9,716	3,152,748	352,325	71,673,656	10,127	2,938,277	355,466	86,551,217			

Financial.

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